

SEPTEMBER 4, 1953

The Autocar

1/-

FOUNDED 1895

LARGEST CIRCULATION

You can learn only from EXPERIENCE



It is the way of all life that those who know most lead best. The unexampled experience of 25 years' specialisation in hydraulic brake design and production places Lockheed leadership beyond all challenge

LOCKHEED REGD TRADE MARK **LEADERSHIP**
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AUTOMOTIVE PRODUCTS COMPANY LTD • LEAMINGTON SPA

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The lightning fast and velvet smooth

HUMBER SUPER SNIPE



For Transcontinental performance in Supreme Comfort

The car that smashed the London-Capetown record, the Humber Super Snipe, speeds you across continents as casually as it takes you over to the club for a round of golf. Quite the most poised and comfortable of all the really fast cars. Ring your dealer for a trial run . . . into a New Era of Finer Motoring. Even at very high speeds the immensely powerful Humber Blue Riband o.h.v. Engine scarcely raises its voice above a whisper.

White wall tyres, optional extras

By Appointment to the
late King George VI



Motor Car Manufacturers
Humber Limited

A PRODUCT OF

HUMBER

THE ROOTES GROUP

"She was going like a bird yesterday"



"We were going to the wife's sister's wedding . . . one of these big affairs where everybody knows nobody. Fate however, decided to intervene on the way, because the car died on my hands . . . just like that, no warning, two or three 'phut phuts' perhaps and then stop! I tried, of course, but I had a feeling before I lifted the bonnet that it was going to mean a walk to the nearest phone box."

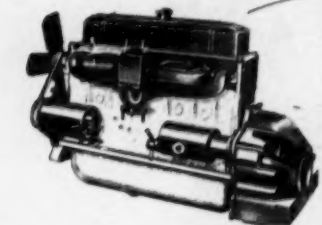
You do sometimes hear motorists explain their failure to arrive somewhere on time by blaming fate. But is it always fate? Wouldn't it be true to say that quite often cars break down through lack of proper maintenance? After all, it takes a mechanically experienced motorist with the correct equipment and quite a lot of time to spare to do the job thoroughly. The wise thing, of course, is to use the Tecalemit Specialised Maintenance Service; ask at your local garage for full details—you'll be surprised at all that is done at so little cost!



The Tecalemit Specialised Maintenance Service entails the lubrication of each moving part and the checking of every component that contributes to the working of the vehicle.



*Trouble Free
Motoring*



RADIO

We have a special department for car radio installation and repairs. Trade enquiries invited.

OVER the hills and far away—an HML rebuilt Vauxhall engine rolls up the miles with splendid efficiency and reliability.

HML VAUXHALL & BEDFORD ENGINE EXCHANGE PLAN

Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Exchange prices from as low as **£35**. Deferred terms available. May we send you a copy of our booklet?

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Open Monday to Friday 8 a.m. to 6.30 p.m.
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Ring PADddington 0028 for immediate service.

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Vauxhall and Bedford Main Dealers

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*It's times like
this when you're
glad of your...*

MELCO SPIN WRENCH

The new low-cost* tool which supersedes the wheel-brace

Every motorist who has ever had to unscrew a wheel-nut tightened by a garage will welcome the "Melco" Spin Wrench. Because of the greater two-handed leverage it will quickly loosen the tightest wheel-nuts where normal wheel-braces would fail. Silver Spray finished "Melco" Spin Wrenches incorporate, at the cross-bars, the new full-fusion pressure welding which welds the two pieces into an inseparable homo-

geneous whole. Apart from being stronger than normal welding, this revolutionary process reduces production costs thus making possible a lower selling price.

The range covers all wheel-nut sizes. Enquire from your nearest garage NOW!

Also available is the "Melco" Socket Spinner—a useful addition to your socket set.

★ **10/11**
EACH

OBTAINABLE FROM
YOUR GARAGE

THOMAS MELDRUM LTD.

FREEDOM WORKS, JOHN ST., SHEFFIELD 2
Telephone 25456 Telegrams 'MELCO' Sheffield 2

It's tough on a carburetter!
It has an exacting job to do
all the time from the moment
you press the starter until
you switch off the ignition.

Gradually over many,
many miles, wear and tear
begin to take their toll
and before you may realise it
performance deteriorates and
petrol consumption goes up.

No engine can
give of its best when the
carburetter is worn.

*It may be
later than
you think...*

WHERE YOUR CARBURETTER IS CONCERNED!

SERVICE EXCHANGE PLAN. Most cars on Britain's roads are Zenith equipped. Exchange your worn carburetter now for a new unit of the same type. A big cash allowance is made for the old carburetter which means that for a few pounds you can restore economy and efficiency to your engine.

CONVERSION PLAN. If you have another make of carburetter, or an early type Zenith fitted to your engine, this plan will give you latest Zenith carburation with more power from less petrol.



**Go to a Zenith
Agent and be
sure of genuine
Zenith service**

**Most cars on Britain's Roads
are Zenith equipped**

THE ZENITH CARBURETTER CO. LTD
HONEYPOT LANE, STANMORE, MIDDX

Please send me details of your Service Exchange/Conversion
Plan and name and address of your nearest Service Station.

NAME

ADDRESS

MAKE OF ENGINE H.P. YEAR

ACC

News from every man's angle



KANGOL

BERETCAP

Patents pending

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UPHOLSTERY COVERS

Tailored to your personal taste

SEND NOW FOR **FREE** PORTFOLIO OF ACTUAL SAMPLES



Protect the upholstery. Prevent "shine" on clothes. Give your car an attractive interior appearance — and maintain its re-sale value.

USE THE COUPON NOW

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Please send patterns and prices of your "Luxury Look" Covers for my..... Car..... model..... year.....

Name.....

Address.....

Autocar, Sept. 4

BLOCK LETTERS PLEASE

MODEL A.O.7

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BATTERY

CHARGER



—charges 2v, 6v, and 12 volts at 3 amp.

Bringing your batteries to the peak of performance following periods of winter night driving or during garage storage. The metal rectifier incorporated ensures practically everlasting service, a 9 position selector switch gives a wide choice of charging rates.

Suitable for either bench or wall mounting. Write for list No. 1045, giving full details of this and other Chargers in the Heayberd Range. **£7.5.0**

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 Telephone: Tideway 4646/7/8. Cables & Grams: Heayberd, Green, Londo.



Note the elegance of this wheel fitted with a "Rimbellisher," and the fully accessible tyre valve.

This is the patent self-locking worm-drive fastener which attaches the rim to the wheel and ensures a 100% secure fixing.

And now, you can be proud of the wheels too...

If you pride yourself that your car looks as spruce as the day you bought it, you will like "Rimbellishers" because they will give it the finishing touch which raises it from the ordinary to the elegant. "Rimbellishers" transform the appearance of the wheels and the car—they help you to keep the wheels looking smart and they also simplify the task of wheel cleaning. They are very strongly made and, now that nickel restrictions are lifted, we are able to supply them with pre-war quality chromium plating. Ask your garage or motor agent to fit a set for you—you will be delighted with the new appearance of your car. If you have any difficulty in obtaining "Rimbellishers" please write direct to us. We also make wheel discs for current and earlier model cars—may we send you a catalogue?



RIMBELLISHER wheel trims

The name "Rimbellisher" is a Registered Trade Mark of Cornercroft Ltd., and may not be used to describe any other wheel trim.

★ For your new car or to brighten up an older model, you cannot do better than fit "Ace"—Britain's best number plates. They are made with die-cast aluminium silver-anodised ("Silver Peak") or durable white characters ("White Peak"). Your garage will supply them—remember to ask for "Ace."



CORNERCROFT LTD.

Ace Works, Coventry. Phone: Coventry 64123. A.L.D.
32 Clarges St., London, W.1. Phone: Grosvenor 1646.

Delco-Remy OIL-FILLED COILS *Technical Topics*

INSULATION: The ignition coil is the most highly stressed electrical component on a motor vehicle. In a space smaller than a half-pint glass it converts the 6 or 12 volts of the battery into pulses of electrical energy at up to 30,000 volts, many thousands of times every minute. To contain this energy and make it available under all conditions of usage, nothing but the finest insulation available will suffice. This is the specially processed mineral oil used in Delco-Remy Oil-Filled Ignition Coils.

FACTS ABOUT FITTING

The Delco-Remy Oil Filled Ignition Coil can be mounted in any position. The universal bracket supplied enables it to replace any existing type of coil. A solderless high tension terminal and a waterproof sealing nipple are included with each coil. No alterations from the standard fittings or settings of spark plugs, distributor points, condenser or carburettor are required to obtain the generally improved performance of the Delco-Remy Oil-Filled Coil. However, where maximum fuel economy is sought, a weaker mixture may be used in conjunction with wider spark plug gaps.

1 Hermetically sealed against moisture — the major cause of ignition failure

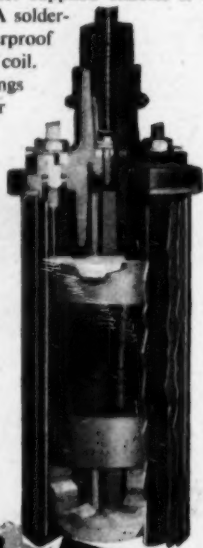
2 Oil-filled for permanent insulation and better heat dissipation

3 Improved top gear acceleration and flexibility

4 Reliable engine starting and low-speed performance

5 **GUARANTEED FOR TWO YEARS**

*A better coil
for ANY CAR!*



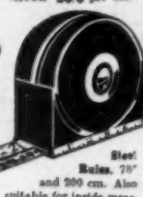
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36!
6 AND 12 VOLT

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HERMANS RATCHET
Screwdriver sets,
containing 6 inter-
changeable blades
for all types of screws
including Phillips
screws. 34/6 per set.



Size:
Rains. 7 1/2"
and 300 cm. Also
suitable for inside mea-
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DEADWIGHT MOLYBDENUM
SETS of 5 D.M. spanners 8/16in. to
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**Prima Hand-
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Gun, for use
with Paint,
Cellulose, Dis-
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infectant, etc.
Only best
quality materi-
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Pressure up
to 30 lb. per
sq. inch can
easily be built
up.

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plus 2/6 Postage and Pkg.

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any noise, leak or squeak, on your car, motor
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part and listen. Invaluable to all mechanics,
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adjustable pipe
grips, size 8 23/6
each. Size 1 27/6
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**Hand Operated Oil, Para-
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Complete with fittings
for standard 5, 10, or
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Gun is the best
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designed to work
from your vacuum
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The Housewife's Labour
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Necessity. A real bargain at
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EACH ITEM IS OFFERED WITH MONEY-BACK GUARANTEE.

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The NEW look*



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RUNNING**

Easily and quickly
fitted by unskilled
labour. These
boards restore your
car to its original
smartness. Made from
pressed steel, rubber covered.

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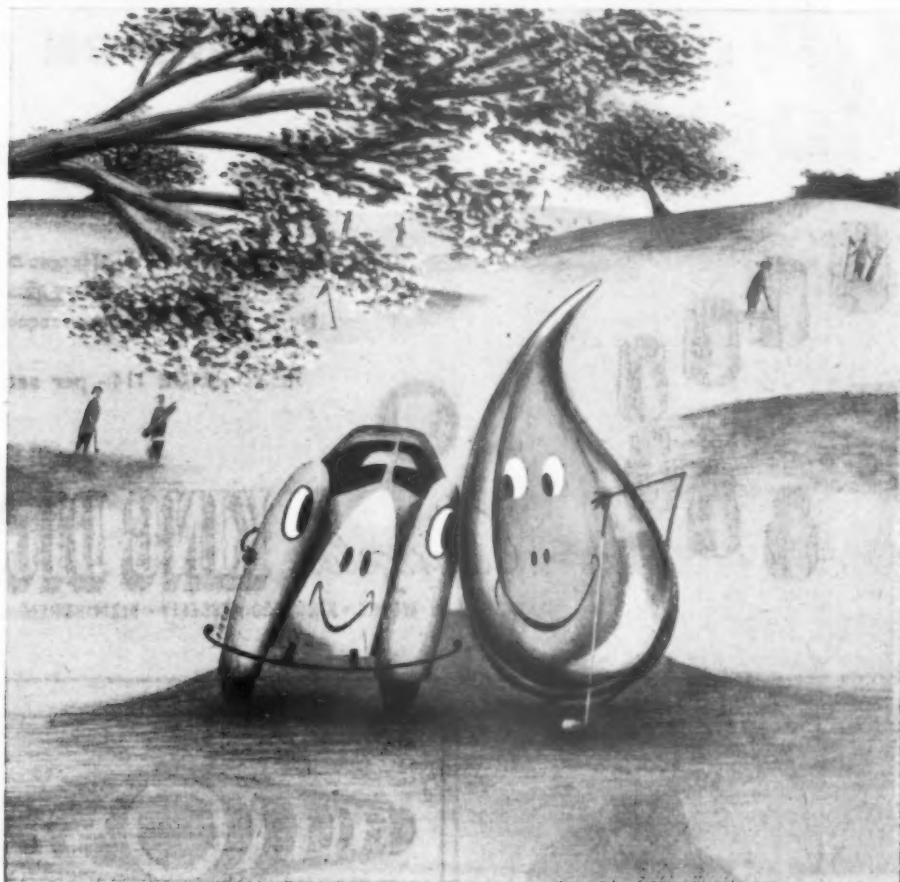
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Remember that an engine responds to kindness just like a living thing. Give your car the blended, balanced, cushioning lubrication of **BP Energol** and how well you will be rewarded in smooth running, easy starting and a positive refusal to cause expense and trouble. A planned programme of **BP Energol** Lubrication will keep you and your car on the best of terms.

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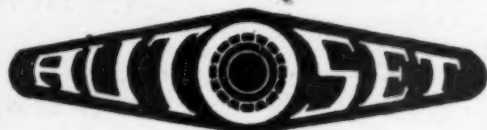
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2" dia. to 44" dia.
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Receiver, speaker,
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Nylon and the new wonder material—
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Obtainable through good garages—
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The name Regency is registered—
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20 OZ. TIN 6/-
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Produced specially for the small car owner. Compact, manoeuvrable, light in weight yet giving ideal touring accommodation for four.



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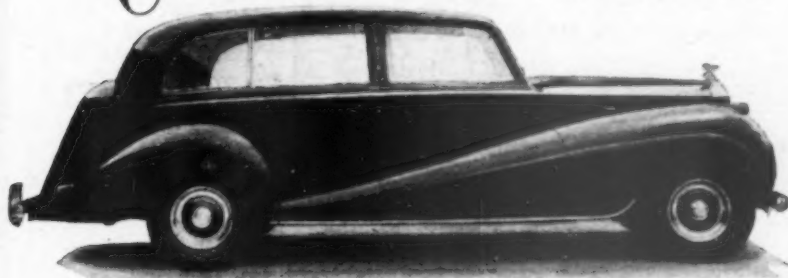
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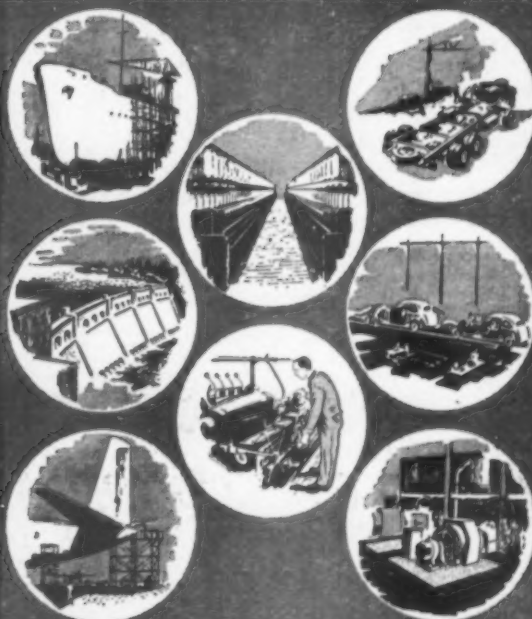
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MULTIPLE GARAGES
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An unequalled investment. Any number supplied in one block. Up and over or hinged Aluminium alloy doors. Easily erected and fireproof. Internal dimensions 15ft. 8in. or 18ft. 4in. x 7ft. 9in., clear height of 6ft. 3in. or 7ft. 9in.

SINGLE GARAGES
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Range suitable for all cars. Easily erected precast concrete units. Up and over or hinged Aluminium alloy doors. No foundation required, permanent yet portable. Completely fireproof and rotproof. Will last a life-time without attention.

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PLETE INSTRUCTIONS FOR USE.**

Spray unit fits every container in the Kit.
* As tested by "The Autocar" 20/2/53.

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Carriage paid in U.K. **21/-**
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Write for details of Kits for
Coloured cars and motor cycles,
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are supplied separately
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Now with the **NEW Improved**
SPRAY UNIT WITH 5 YEAR GUARANTEE
Precision made in brass and duralumin
these special units should give
trouble-free service indefinitely.
Replacement Guaranteed.



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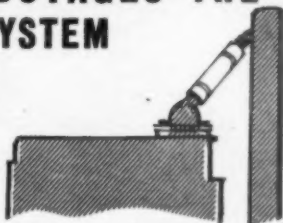
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For cellulose and most spray
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Shaded portion is the dangerous rust area.

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NEW CAR OWNERS

Keep your radiator and cylinder head as free from rust as they are now that your car is new. The ravages of rust are always apparent and it costs only coppers to add Granville Rust Preventer to the water.

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Craftsmen everywhere have confidence in the name that has a reputation for Precision Forged Hand Tools of Quality.



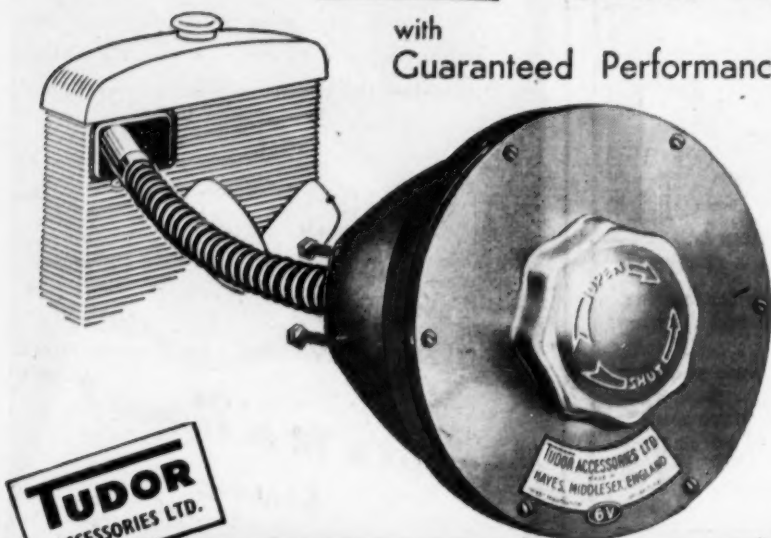
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**Keep the
PEACE**— with a
CE-LAST
silencer!

For law and order
in your car's exhaust
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Silencer's a fair cop!
Ask your garage for
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Expertly tailored for almost
any make of car from ap-
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I am interested in quotations and free patterns of Loose Covers for
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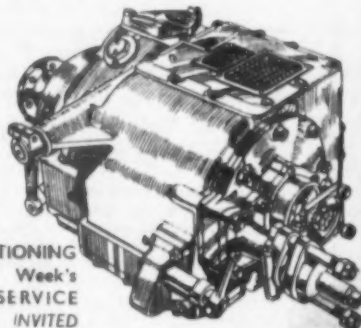
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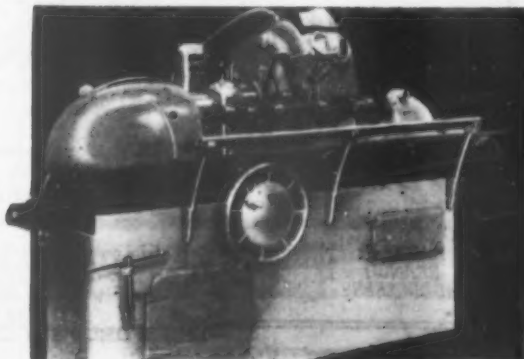
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THIS "SHAFT" went "Home"

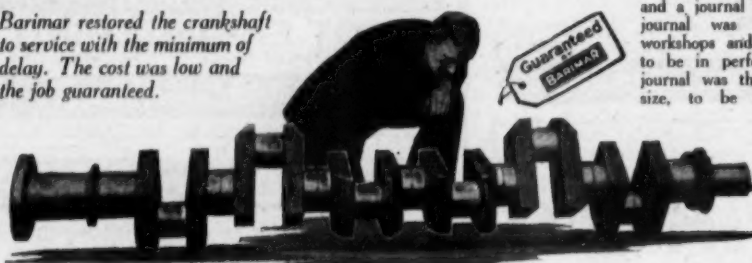
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This was no shaft "at random sent" for its condition was such that it had to be taken out of service. To be precise, a crankshaft of a Diesel engine which is part of the equipment that provides a Government establishment with electrical current.

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Autocar

FOUNDED 1895

No. 3014

Friday, September 4, 1953

Vol. XCIX

Night Parking

NOW that the summer is declining the worry of night parking once more arises, not only for those motorists who are forced to park frequently in the hours of darkness, but also for the thousands of unfortunate owners who are unable to find accommodation under cover for their cars.

The present position is very unsatisfactory. Owners who have difficulty, owing to the nature of their motoring, in keeping the battery charged during the winter make considerable use of the single parking bulb, the housing for which shows a red light to the rear and a white light forward, and the garageless car usually spends the night at the kerb guarded by a red-glassed hurricane lamp. Neither of these devices is legal, and the police have earned motorists' gratitude by more or less turning a blind eye to both. It is all very British in its absurdity of compromise, but it would be much more satisfactory to remove the nagging worry from the conscientious motorist's mind (few must really like knowingly to break the law).

No way out exists in the lighting system of the car as at present wired, for the demands of the minimum number of bulbs left burning when all the relevant switches have been operated are still considerable. The battery trickle charger may rescue the garage owner who is also a persistent night parker, but it can do nothing to help the garageless.

Within the primary aim of ensuring that vehicles parked at night shall be clearly illuminated—an absolute essential—we feel that two worthwhile steps could easily be taken: a single parking light on the extreme right-hand side of the car might be legalized, especially as it has the virtue of forcing motorists to park on the correct side of the street after dark, and local authorities might be directed to provide at least one stretch of road, well-lit, on which no-light parking could be permitted throughout the night. But let the rider be added that there should be no condonation of parking on the road in fog.

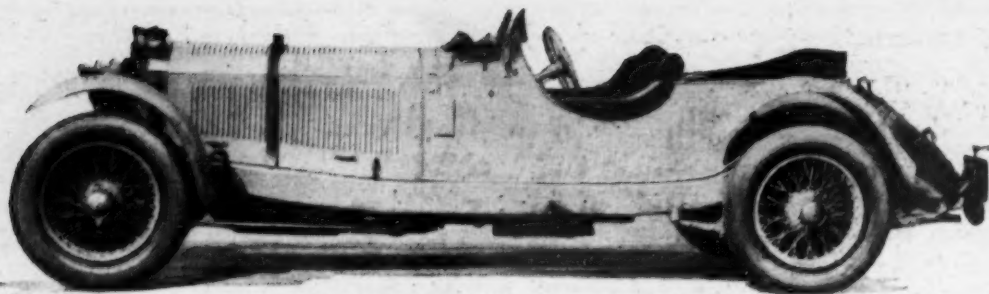
Out of Position

IN fact, a renewed effort is necessary to teach motorists where and where not to park, for modern traffic density has intensified the danger that has always been present in the unwisely parked vehicle. Many motorists would be rightly indignant if they rounded a bend to find that the local authority had dug up half the road but had neglected to erect a warning sign; yet an equal number seem unaware of the fact that parking just round a bend is exactly comparable.

A sense of proportion is necessary when considering parking. The roads are the space within a country devoted to vehicles, and those vehicles must stop at times; to provide parking space off the road along every mile of highway is obviously impossible, and, although much more might be done in this direction, there can be small objection to the well-parked car in a legitimate station. But "well parked" does not include main road obstruction, as by the holiday car stopped a yard from the roadside while the family dismounts to buy Evesham plums; nor is the "legitimate station" of a car directly outside a householder's gate if that gate is on a bend.

Parking in towns has become so difficult that the old conception of the car as ideal for shopping has depreciated sharply; the wise owner nowadays employs the town's central car park and does the round of the shops on foot. This is no bad thing provided that the local authority has installed adequate parking facilities, but there is plenty of room for improvement in that direction, and central parking facilities should not lead to the constant chivying by the police that makes it impossible to stop outside a shop long enough to take aboard a heavy package.

Police in towns are as predatory as cats. However, it must be always remembered that their primary duty is to save life, and the implications of that duty and parking must be accepted. The car parked on the road is a danger, regardless of position, and drivers should always do their best to minimize it.



In the 38-250 Mercedes-Benz the passenger accommodation took a decidedly secondary place to the space occupied by the engine.

ALLOCATING

AT one period during the development of the modern car from its horseless carriage chrysalis stage it seemed that accommodation for the occupants took a secondary place to the space occupied by the engine. Some of the famous cars of the past, such as the Isotta-Fraschini, the Hispano-Suiza and the Mercedes-Benz, possessed bonnets which took up almost as much of the overall length as did the bodies.

They were, of course, big cars, and magnificent ones at that, and when those long bonnets were lifted they revealed that the space they enclosed was really full of machinery. But, looking back at them now in comparison with modern designs, it is surprising how little space was allotted to passenger carrying.

Every now and then, however, there would appear a new model which seemed to suggest that its designer had suffered qualms of conscience with regard to the passengers and had accordingly exercised some ingenuity in order to give them more room. The little Fiat was an early example of this, for, with its engine mounted in front of the centre line through the front wheels, it obviously provided more passenger space than if the engine had been in the orthodox position. This was, in fact, a realistic approach to the special problem of accommodating both engine and passengers in an unusually small chassis, and the solution adopted was made possible only by the fact that the traditional axle beam had disappeared in favour of the wishbone linkage of independent suspension.

This moving forward of the engine (although not in the wholesale manner of the Fiat) was eventually followed generally, both in Europe and in the U.S., thus allowing both the front and rear seats to be moved forward, so that all passengers were accommodated within the wheelbase. Not only was more body space gained, but also riding comfort was enhanced, especially as regards the rear passengers, and no longer could it be said of a chauffeur-driven car—as it used to be said—that the owner gave up the most comfortable seat to his chauffeur and occupied the most uncomfortable position himself.

First things First

At the present time there are quite a number of unorthodox designs in which the provision of the maximum amount of passenger space has obviously been one of the considerations. The flat-engined models are all in this category, because the length of the power units is reduced appreciably by comparison with in-line engines of equivalent cylinder bore.

It is interesting to note that this solution has been widely adopted, for there are the Jowett in Great Britain, the 2 c.v. Citroën, the Dyna Panhard and the Hotchkiss Gregoire in France and the Volkswagen and Porsche in Germany. Italy also produced one similar design, the Caproni, which made

an appearance at various shows a few years ago, although it was overwhelmed by financial troubles before it was put into production.

In some cases the grouping of power unit and transmission at the same end of the chassis, using the word in its broadest sense to include "chassisless" construction, has also contributed to more generous space being allotted to the passengers. Examples are the Citroëns, the Dyna Panhard, the Gregoire and the D.K.W., all with forward engines and front-wheel drive, and the 4 c.v. Renault, the Volkswagen and Porsche, which have engines at the rear driving the rear wheels.

It seems probable also that the greater body space made available by the compactness of the engine was at least one of the reasons for the narrow-angle V layout of the cylinder bores adopted by Lancia. In the latest small Lancia, the Appia, the compactness of the power unit resulting from this feature of design is most marked, and accounts for the small amount of space which it occupies at the front of the body shell.

Compact V-eights

Just as the flat, horizontally opposed engine makes more passenger space available by its very compactness, so, too, does the V-eight. Many American manufacturers have, of course, gone over to the V-eight in place of the eight-in-line, and although some large American cars may not actually need more body space, their passenger accommodation already being adequate, the fact that the V-eight takes less space in the chassis allows the wheelbase and overall length to be reduced, thereby reducing weight.

The saving in the overall length of the power unit, when the cylinder bores seen in plan are not in line but overlap, as is the case with flat or V engines, is considerable. It amounts to nearly 50 per cent of the length of the cylinder block of an in-line engine of the same bore, and makes it easier to obtain a really rigid crankcase or cylinder block-crankcase, and also a more rigid crankshaft less liable to torsional vibration. A saving in weight of the power unit itself also follows.

There is evidence, therefore, that the relative space to be allotted to power units and passengers in modern designs is being studied to a degree which may ultimately have an effect on the technical specification of the complete car. One obvious possibility for the future is that V engines may increase in numbers, although these may not necessarily be V-eights but possibly V-sixes. For example, the Lancia narrow-angle V-sixes which appeared in the Mille Miglia may presumably be the advance guard of a new model.

Similarly, more flat-fours with horizontally opposed cylinders, similar to the Jowett, Volkswagen and Gregoire engines, may make their appearance, especially in the

The Necessity for Adequate Body Space May Result in Some Unorthodox Technical Features Being Adopted, Especially on Small Cars

By A. G. DOUGLAS CLEASE,
B.Sc., A.M.I.Mech.E.

SPACE

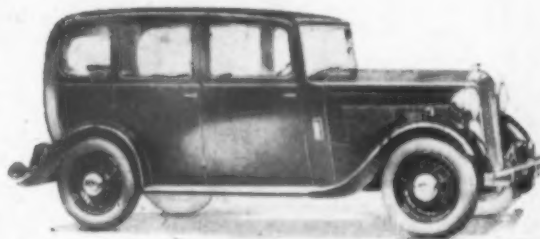
smaller and medium-sized cars. These three cars, considered in conjunction, are particularly interesting because of the three solutions to the transmission problem which they represent. The Jowett has the engine at the front with orthodox propeller-shaft transmission to the rear wheels, the Volkswagen has engine and transmission grouped at the rear, and the Gregoire has the power unit and transmission at the front.

Considered from the particular angle of passenger space, the concentration of engine and transmission at either the front or the rear has the advantage that there is no propeller-shaft tunnel to form an obstruction to the passengers' feet;

also it is easier to obtain a low floor provided that the rear seat is sufficiently forward of the rear wheels to prevent the wheel arches from encroaching too greatly on the seat width.

Another method of reducing the longitudinal dimension of the engine space is to mount the power unit transversely, with its crankshaft parallel to the rear axle. This has, of course, been done for many years on various small cars, and in the latest small Siata a two-cylinder vertical engine, clutch, and gear box unit is mounted transversely behind the rear axle, which has the final drive at the left side, close to the wheel, with a short transverse propeller-shaft running into it at an angle from the gear box.

Strangely enough, the underfloor engine has yet to make its appearance in a modern car design, although it has become a popular feature on public service vehicles. A flat-four or flat-six engine would seem to lend itself to underfloor mounting, not necessarily amidships, but possibly at the front or the rear.



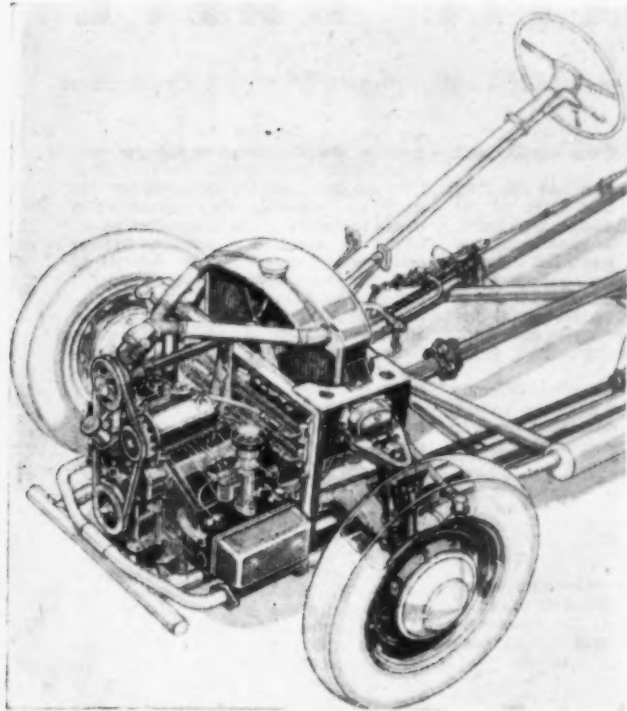
Wolseleys were one of the first of the manufacturers to move the engine forward to a position between the front wheels, though still retaining the beam axle.

There is also, of course, the future development of the gas turbine to be borne in mind, but from the space allocation point of view the outlook so far is not too promising. The turbine itself is small and compact enough, but the burners and ducting occupy considerable space, and one of the problems of developing a satisfactory heat exchanger, which is considered desirable for fuel economy, is that it is apt to be rather bulky.

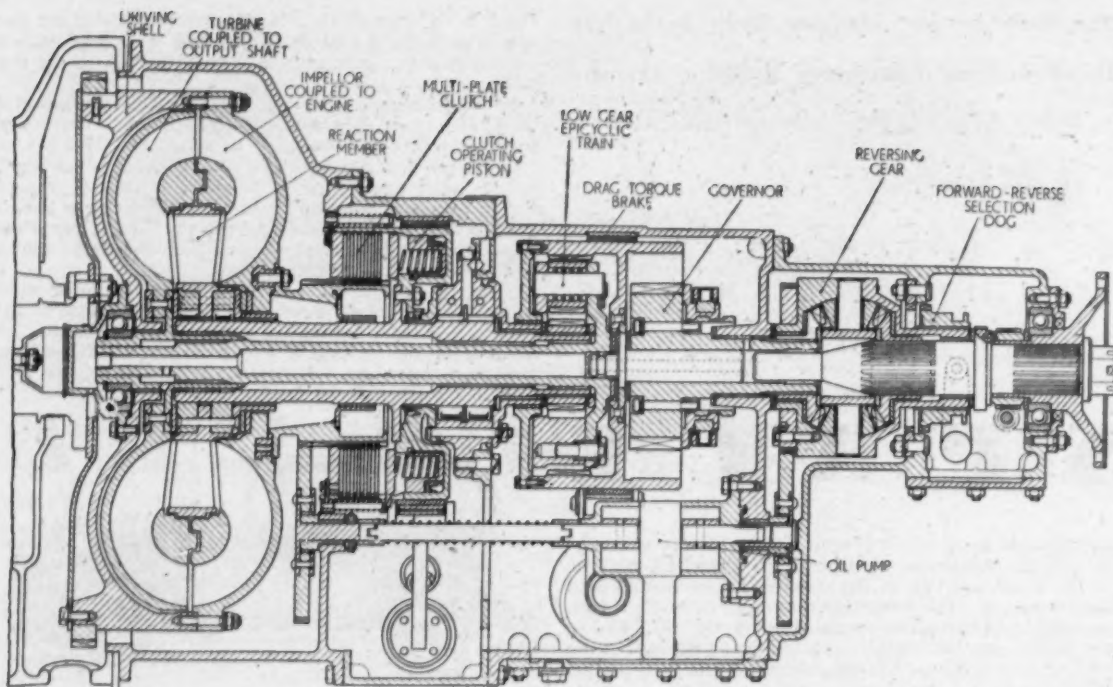
This question of dividing up the available space on a chassis between power unit and passengers is likely to be brought into greater prominence by the tendency in Europe towards smaller cars. On large vehicles there is no difficulty in allotting ample space for the passengers, but while it is possible to scale down a design within certain limits in order to produce a small car, it is not possible to scale down the human frame, a point which would appear in the past sometimes to have been overlooked. At the same time the retrogression from large to small cars which has undoubtedly taken place since the war has been forced on the motoring public by economic factors, and while they are prepared to accept smaller cars, in order to be able to continue motoring, they undoubtedly demand from those cars an amount of body space which will allow them to travel in comfort.

Single Thickness

This has, of course, been appreciated by some manufacturers who have accordingly been at considerable pains to enhance the passenger space and comfort of their smaller models. In some cases extra body width is obtained by eliminating interior trim panels and by applying a suitable finish to the interior surface of the body panel itself. Similarly, additional head room has sometimes been obtained by attaching the roof lining direct to the interior surface of the roof panel. The amount of extra space gained by such methods may be small, but an extra inch of headroom or two extra inches of width can make a great difference in a really small four-seater saloon—an important point in a type which is increasing in popularity.



In the design of the Jowett Jupiter and Javelin the forward movement of the engine has reached a position ahead of the front wheel centres, allowing the maximum possible space for passengers, well within the wheelbase.



A section through the Brockhouse-Salerni torque converter showing the customary arrangement of the turbine rotors followed by a multi-plate clutch and an epicyclic gear train.

NEW AUTOMATIC DRIVE

Brockhouse-Salerni Automatic Unit with Hydro-kinetic and Epicyclic Torque Conversion

A NEW version of the Brockhouse torque converter has been developed over an extended period and has been experimentally applied to certain test cars of the larger class which are characterized by large engines capable of ample top-gear performance.

The original Brockhouse transmitter was based upon a two-stage turbine which provided an overall torque multiplication of about 4 to 1, the object being to operate without mechanical gearing at all. A vaned reaction element between the two stages was an essential component of the Salerni system adopted, its special feature being that it was mounted on a freewheel clutch which allowed it to rotate only in

the normal direction of the impeller and turbine.

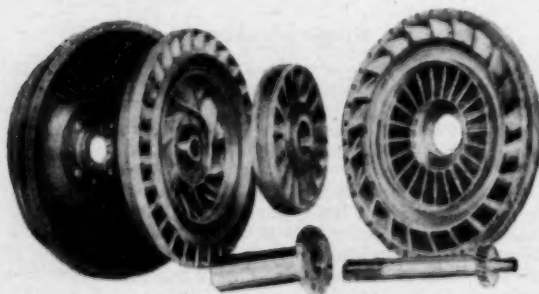
Under heavy load conditions the fluid discharged from the first stage of the turbine tended to push the reaction member backwards, but the movement was prevented by the freewheel clutch. Accordingly the fluid flowing through the member was turned in a forward direction again and applied to the second turbine stage before escaping to flow back into the impeller through fixed guide vanes.

Under light load somewhat different conditions prevail. Little of the energy imparted to the fluid was used in the first stage of the turbine so that the flow as

released from that member still had considerable forward velocity. This fluid thus impinged on the backs of the reaction blades and caused that member to rotate forwards, which it was free to do. The entire assembly of impeller, turbine and reaction member thus revolved as one, the relationship between impeller and turbine being that of the two elements of a simple fluid coupling. Under appropriate load conditions, therefore, the unit could act either as a fluid fly-wheel (top gear) or as a torque converter (variable lower gear).

In the latest example of the Brockhouse-Salerni system only a single-stage turbine is used, its conversion ratio being about 2.8 to 1. The free-wheeling reaction member is similar, but the blading has been developed and simplified in order to obtain high efficiency at the "top gear" end, although at the expense of the range of torque multiplication.

As the average car requires an overall torque multiplication of about 4 to 1—that is, if the top gear ratio is, say, 4.5 to 1 then the first gear must be something in the region of 19 to 1 with normal engine dimensions and car weight. To obtain this ratio an epicyclic reduction gear is incorporated on the output side of the transmitter, which multiplies the ratio by 1.5 to 1, thus providing a "low gear" of 4.2 to 1 with progressive variation through the range, with an overall reduction of 18.9 to 1.



Impeller, turbine and reaction members of the Brockhouse-Salerni torque converter.

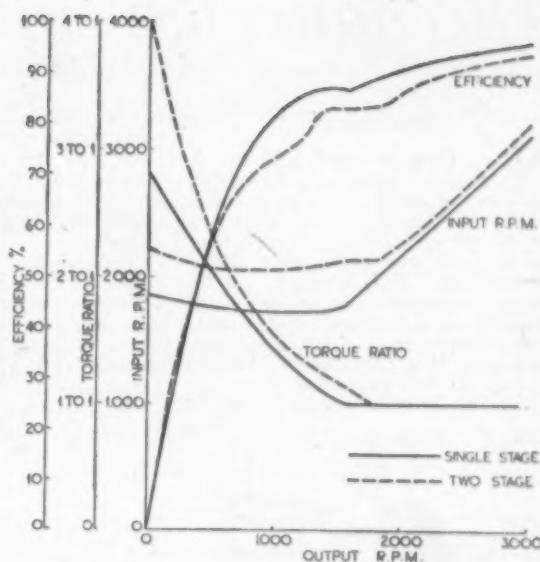
The turbine drives the planet carrier of the epicyclic gear, the sun wheel of the train being mounted on a freewheel clutch so that it is incapable of backwards rotation, thus providing the necessary reaction point for torque multiplication. An hydraulically operated clutch is also provided to lock the sun pinion to the impeller of the fluid transmitter, in which case the epicyclic unit rotates as one with the complete assembly. This hydraulic lock consists of a multi-plate clutch, the actuating pressure being controlled by a valve opened or closed by a speed sensitive centrifugal device mounted on the propeller-shaft coupling. The epicyclic gear is thus brought into play under the influence of road speed and torque loading.

Torque Variation

The automatic variation of torque which is characteristic of the fluid transmitter is operative through the entire range of the mechanism. For starting and also when road speed drops below a pre-determined figure the epicyclic gear is automatically brought into action. When this gear ceases to function, owing to rising speed, the engine torque is divided, part being transmitted directly from the impeller to the sun pinion and part through the fluid transmitter, the amount through the latter being about two-fifths of the total. Under top gear conditions, therefore, the load on the fluid coupling is greatly reduced.

On a Humber Hawk test car used by Brockhouse Engineering (Southport), Ltd., a short run demonstrated the effec-

Although the single-stage converter does not provide the wide torque multiplication of the two-stage unit which was produced earlier by the same company, it can be seen that the efficiency of this unit is much higher as top gear conditions are approached. The curves give a comparison of both types at 180 lb input torque.



tiveness of two-pedal control. As the run was on the level roads in the Southport district adjacent to the maker's works, hill climbing could not be judged, but there was no question about the accelerative response from rest. The drive is fully automatic in response to two-

pedal control, the only manual actuation being a steering column lever for forward, neutral and reverse. An optional control can also be fitted to bring in the epicyclic reduction during overrun to provide a degree of engine braking on long descents.

Modified Simca Aronde

GEMMER STEERING ADOPTED AS STANDARD

AT the forthcoming Paris and London Show Simca activities will be centred on the Aronde, but the 1954 edition of this car will have modifications. Improved methods of manufacture tend towards higher quality and lower production costs.

Outstanding among the mechanical changes is the adoption of Gemmer steering gear, an American system now manufactured in France. Armstrong double-acting hydraulic spring dampers have been adopted as standard, in place of the French ones formerly used; the Armstrong is now manufactured in France by one of the Simca companies. A new scraper piston ring has been adopted.

As the main components are used for light commercial vehicles, it has been found advisable to strengthen the rear axle housing, and this is now being used on the passenger cars. Frontal appearance has been modified by a new grille and by placing the two winking indicator lights over the wrap-round portion of the bumper. They are thus visible both from ahead and laterally. Instead of being controlled by the position of the steering wheel, these lights are switched off by a time switch which has an overriding hand control.

By changes in the position of the spare

wheel, and in the type of hinges, it has been possible to increase the available space in the luggage locker.

Using the same engine and mechanical parts, Simca has eight models for 1954, of which four are passenger cars and four

others light commercial vehicles or station wagons. The entirely new one is the *Grand Large*, a hard-top model developed from the Aronde saloon. Its feature is the complete visibility it provides by the absence of central door pillars, and by the thin windscreen pillars and large rear window.

Simcas have a four-cylinder overhead-valve engine of 1,221 c.c., developing 45 b.h.p. at 4,500 r.p.m. Unit chassis-body construction is employed. There is a two-seater sports model, with a 7.8 to 1 compression ratio and power increased to 51 b.h.p.



Entirely new is the *Grande Large* model, which is remarkable for its all-round visibility.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

No Einstein

NOT being a mathematician, I speedily become bogged down in an effort to work out the increased liability of collision between vehicles as a result of the increase in traffic (about 50 per cent over 1939), other things being equal. It is obviously one of those wretched progressions, but which? If, on a certain length of road, you have vehicles A and B, then there is a single chance of collision between A and B. If C joins them, there is a chance of A colliding with B, and A



Mathematician.

colliding with C; also B colliding with C; that makes three. Now when D enters the stretch, collision chances are A-B, A-C, A-D, B-C, B-D, C-D. That makes six, does it not, and suggests a geometrical progression? In that case, a 50 per cent increase in traffic increases collision chances by... Oh dear, I admit I am no Einstein, but a colleague has just exclaimed, "150 per cent, of course."

Of course?

"Autronic" Dipping

AUTOMATIC dipping of head lights has been achieved in the U.S.A. by General Motors, for one, and I find myself interested in the system and in the overcoming of the problems involved. They were outlined by a G.M. spokesman at a recent Society of Automotive Engineers section meeting. The system employs, as might be expected, a photo-electric cell with a suitable amplifying circuit, and the main problem was to make it respond to oncoming dipped lights at a certain distance, but not to far-distant undipped head lights, which might well be brighter. The necessary sensitivity was obtained by using a photo-electric cell with about one million times normal sensitivity. In spite of this increase in sensitivity, it was found that wide variations in oncoming light brightness were not as serious as expected because so few roads were straight and level for any considerable distance. However, the discovery was made that a variety of reflecting advertising signs, and even

bright moonlight, would cause the lights to dip; the sign effect was overcome by correct optical design and masking, and the moon was shut out by using an amber filter to remove most of the natural light, which is rich in blue.

The Autronic Eye, as it is called, has been widely accepted, claimed the G.M. spokesman, because motorists, although loth to spend money for others' benefit, found that, in fact, automatic dipping tended to give them longer on "full beam" than manual dipping, owing to its precision in timing.

♦ ♦ ♦

A.90

LOAN of a colleague's Austin A.90 the other night proved very interesting indeed. Even at over 50,000 miles it went so well that the lack of appeal to the public of this model was difficult to understand; the A.90 is, of course, no longer in production. The 2.6-litre engine turns over quite gently at very high speeds, and peaks at 4,000 r.p.m., when the power developed is 88 b.h.p. My colleague's power unit felt all in one piece in spite of the mileage and was, indeed, so responsive that it emphasized transmission shortcomings on his particular car. However, the car still leapt along with a seven-league-boot feeling, and appealed to the driver by virtue of its high-g geared steering and accelerative response.

Against it in the public eye, one supposes, was its outlandish appearance at the time of its introduction; by the time the eye was used to it, the A.90 had become an "old" model. Also, I can imagine tentative owners being a little intimidated by the lively feel that goes with the points listed above plus a very short wheelbase (8ft). The full performance of the A.90 needs to be used circumspectly.

♦ ♦ ♦

Ford-on-Thames

THERE is something faintly breath-taking about the Ford works at Dagenham, in Essex. With typical efficiency, you are guided there from the vast Dagenham dormitory by neat little notices and when the great flat, riparian area opens out before you from the artificial hummock of a railway bridge the entry roads become causeways through a sea of car roofs, out of which jut the great rocks of the factory blocks and finally, on the edge of the Thames, the office block facing the jetty alongside which the ore ships can tie up, and from which the ships carrying the completed cars overseas cast off. In between, 17,000 operatives have worked the transformation from raw material to finished car. One thou-

sand vehicles a day are currently leaving Dagenham, and that figure, perhaps, gives the best indication of the buzz of activity down there by the Thames. Two things catch the eye: the handsome, chubby locomotives that chuff around the plant, and the continual stream of platform lorries from Briggs', up the road, bringing in the car bodies.

I asked for a snap comparison of the three Fords of the American company—Henry I, Edsel his son, and Henry Ford II, the present head of the international Ford empire. The first Henry, I was told, was a man with an affinity for machinery—the affinity that a rosarian has with his blooms and the mahout for his elephants. Edsel was the diplomat, succeeding where his father had found himself nonplussed by human relations. Henry Ford II has something of them both, plus the wide vision of the really big business-



Breath-taking.

man. I was glad that at Dagenham they could quote instantly his great Detroit Chamber of Commerce speech, in which "trade, not aid" was the theme, and in which he told America quite frankly that if she was to sell her goods abroad then she must buy the goods of other countries. That simple truth has not, even now, penetrated a great number of American heads.

The outsider must always wonder how far an American parent company influences its offshoots in other countries. The answer with Ford is, apparently, very little; there is certainly no "infringement of sovereignty." The Ford organization was neatly compared with the Commonwealth—an association of sovereign countries for their mutual benefit. Both Commonwealth and Ford seem to work!

♦ ♦ ♦

Good Business?

FOR the week ending August 4, all Southend's municipal car parks had their charges increased. For cars, from one shilling to two; for motor cycles, from sixpence to a shilling. Bicycles stayed at threepence.

Business is business. There was a time when I used to like visiting Southend. Am I the first diminishing return?

You get what you pay for

—in tyres as in everything else.

No flattering adjectives

can make a "second line" tyre give the performance of a "first line" tyre. India, like most tyre companies, make both—the "India" and the "India Super".

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NEWS and VIEWS

Akihito Daimler

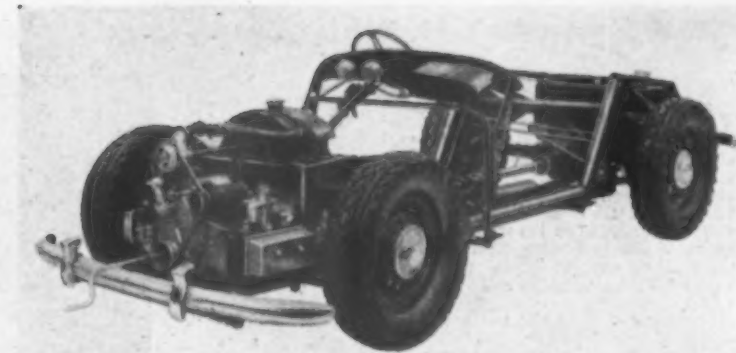
THE Daimler which Crown Prince Akihito bought during his Coronation visit to Britain will shortly arrive in Tokyo. Most of the cars used by the Japanese Royal Family are as much as twenty years old.

Dollars and Rhodesia

A REQUEST by commercial interests in Southern Rhodesia that more dollars should be made available for the import of cars built in the U.S.A. has been rejected by the Southern Rhodesian Government. The Government explained that although the dollar position had improved during the last few months the sterling area still had to be very careful.

French Appointment

THE S.I.A. (French Society of Automobile Engineers) has just elected as its new president M. Louis Coatalen, at one time chief engineer of the Sunbeam company. Mr. Coatalen succeeds M. Henri Perrot, of front-wheel brake fame, who also had long connection with the British industry, for he was for a number of years chief engineer of the Argyll company. The business interests of the new president



This is not the Jowett Jupiter chassis it appears to be, for it is only some two feet long, being a replica of the Jupiter owned by its constructor, Mr. C. D. Sweet, of South Petherton, Somerset. Its construction has already taken about 2,000 hours of work, and progress is now being made on the body. Everything on the chassis works, from the universally jointed steering to the steering column gear change and torsion bar suspension with telescopic dampers.

and his predecessor are linked up with the French Lockheed brake company. M. Coatalen's eldest son, Hervé, who, during the war, was a lieutenant in the British Navy, is general manager of the K.L.G. sparking plug company in France.

Denial

RUMOURS, believed by the Austin company to have originated in the daily press, have suggested that the A.30 Austin Seven is going out of production. These, however, are emphatically denied by the company.

No Waiting

MORE streets in the central and outer areas of London are to be subjected to the no waiting scheme designed to ease traffic congestion. The decision has been taken by the Minister of Transport on

the advice of the London and Home Counties Traffic Advisory Committee. Streets in the City, Holborn, Westminster, Kensington, Chelsea and Paddington areas will be affected by the new restrictions, which will take effect on September 8.

In the outer areas 54 streets will be affected. Seven of the local authorities concerned will be using no waiting signs for the first time in many streets.

Munich Show

A HUGE communications and traffic exhibition, which will remain open until October 11, is being held in Munich. It is spread over some seven million square feet of floor space in halls, and has gardens and parkland traversed by a miniature railway and overhead cablecars. Cars, coaches and transport equipment are all included in the show.

Benelux Map

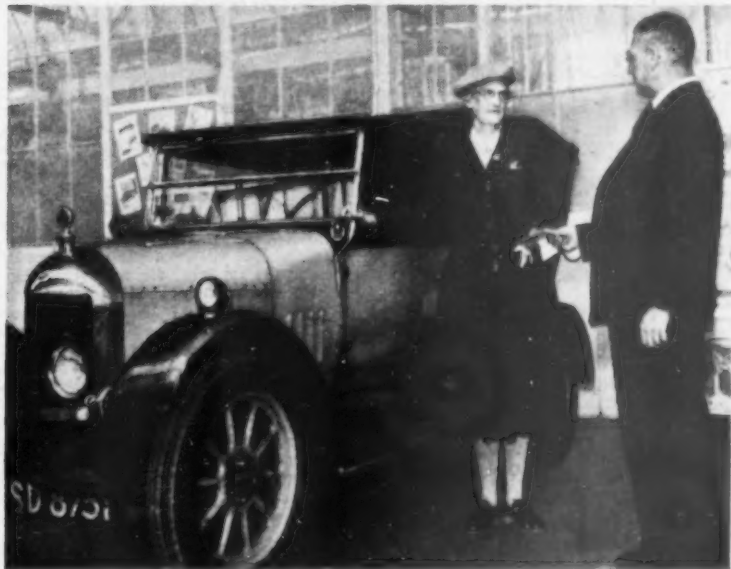
A NEW map of Holland, Belgium and Luxembourg has been published by Foldex, Ltd., 45, Mitchell Street, London, E.C.1. It is in three sections which, in common with other Foldex productions, will open out in a way convenient for use in the car. The map is easy to follow and shows major and secondary roads. The price is 8s 6d complete.

Two sections showing Belgium, Luxembourg and Southern Holland can be obtained for 5s 6d or, alternatively, two sections showing Holland with Northern Belgium are available at the same price. Single sections are 3s 6d each.

Proud Morris.

IT is not unusual for motorists to buy a new car and keep it for very many years, but few can equal the claim of Miss M. Cameron, of Kilmarnock, Ayrshire, that she has owned the same Morris Cowley from November, 1924, to the present time.

She has now acquired a Morris Minor, and the bull-nosed Cowley has been donated to the Nuffield Organization. When she formally presented the car to Mr. R. F. Hanks, the vice-chairman, she said that it was for "future service for the company." She herself had already covered nearly 300,000 miles in the car, the engine of which had had only one rebore (about 20 years ago). The car was in really good running order.



Miss M. Cameron recently gave the 1924 Morris Cowley, by which, with Mr. R. F. Hanks, she is standing, to the Nuffield Organization. She had owned the car from the time it was new until she made the presentation, and had covered nearly 300,000 miles. She has now taken delivery of a Morris Minor. (See accompanying paragraph.)

NEWS and VIEWS continued

Air Hustle

DURING the French strike Bristol aircraft operated by Silver City Airways crossed the Channel 1,840 times. The strike did not affect the air ferry service and hundreds of stranded tourists were flown home from Le Touquet. From August 6 to 22, while the strike was at its height, 3,300 cars were flown over the Channel as well as 21,000 passengers, nearly 2,000 motor cycles and 1,400 pedal cycles.

Sapphire Price Increase

PRICES of the various versions of the Armstrong Siddeley 3.4-litre Sapphire have been increased, the new prices being as follows:

	List price	Total with purchase tax
With synchromesh gear box	£1,215	£1,722 7 6
With preselector gear box	£1,245	£1,764 17 6
Extra for twin carburettors	25	35 10 4

The former total for the car fitted with the electrically controlled preselector gear box was £1,573 12s 6d.

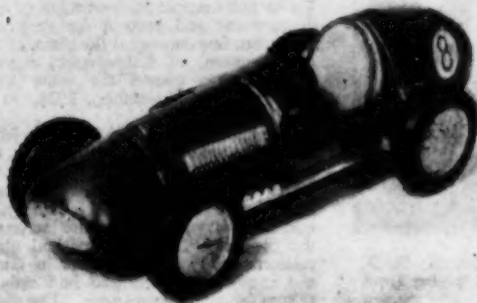
Kaiser-Willys

PRISE reductions ranging from 37 to 103 dollars have been made on the Aero Willys cars on sale in Canada. This is as a result of reduced costs following the merger of the Kaiser and Willys companies. The four-cylinder, two-door Lark model now costs less than 2,000 dollars.

Canadians are buying more cars than ever of all makes, for during the first six months of this year new car sales soared to 214,054, compared with 155,353 in the first six months of last year.

Ferrari Minicar

A MODEL 4½-litre Ferrari formula 1 racing car has now been produced at the inclusive price of 4s 9d by Mini-models, Ltd., of Tennyson Works, Tennyson Road, Mill Hill, London, N.W.7. It is in the range of Scalex models which already includes the Aston Martin DB2 and the Jaguar XK120, and it is powered by a clockwork motor acting through the front wheels. For some inexplicable reason the model "submitted for test" was painted blue, the national racing colour of France; but nevertheless it was otherwise realistic and attractive, and by present-day standards it appeared to represent good value.



A new Scalex model, this time of the 4½-litre formula 1 Ferrari. It differs from other Ferraris at least in that it has front wheel drive! (See accompanying paragraph.)

Mr. J. Stuart Donaldson, seen here with one of his Frazer-Nash cars beside a U.S. Air Force Catalina, is the sponsor of the Floyd Bennett sports car race run in the U.S.A. in association with the U.S. Navy. This Frazer-Nash is a Mille Miglia model, but its stablemates include a Mark 1 Le Mans Replica (victorious at Sebring last year) and a more recent Mark 2.



Australian Trial Under Way

ON Sunday, August 30, at 2 p.m., 192 assorted cars, ranging in cost from more than £2,500 to a few hundred pounds, left Sydney showground at three-minute intervals on what may prove to be the world's longest and toughest trial.

The route is from Sydney to Brisbane, Townsville, Mount Isa, Darwin, Alice Springs, Adelaide, Melbourne and back to Sydney; 6,500 miles, and an overall average of 40 m.p.h. must be maintained to be "on time all the time." Competitors lose points for early or late arrival at controls. On two sections—Townsville-Mount Isa and Alice Springs-Kingooynya (central south Australia), competitors can check in early. These sections are being regarded as elimination sections to avoid the possibility of a dead-heat, and cars are required to record their fastest times on these runs. At each control, officials patrol the cars to see that no work whatsoever is done on them during the halt. Even cleaning the windscreen means disqualification.

All service—such as refuelling, greasing, oil changing and the hundred-and-one little things that are done to a car in 6,500 miles—have to be done in "running time" and still the average of 40 m.p.h. must be held. Cars were thoroughly scrutinized before the start to ensure that no forbidden modifications had been made.

Such parts as differential casings, gear boxes, cylinder heads and blocks, wheels

and radiators were stamped for identification before the start and penalties are incurred if any of these components are replaced during the trial. Permission was given for many modifications, however, such as protection of fuel tanks, sumps, radiators, lamps and windscreens. Included in the compulsory equipment are one gallon of water per crew member and rations for one week, a 50ft tow-rope and de-ditching gear, a first-aid kit, and oil and fuel for 400 miles.

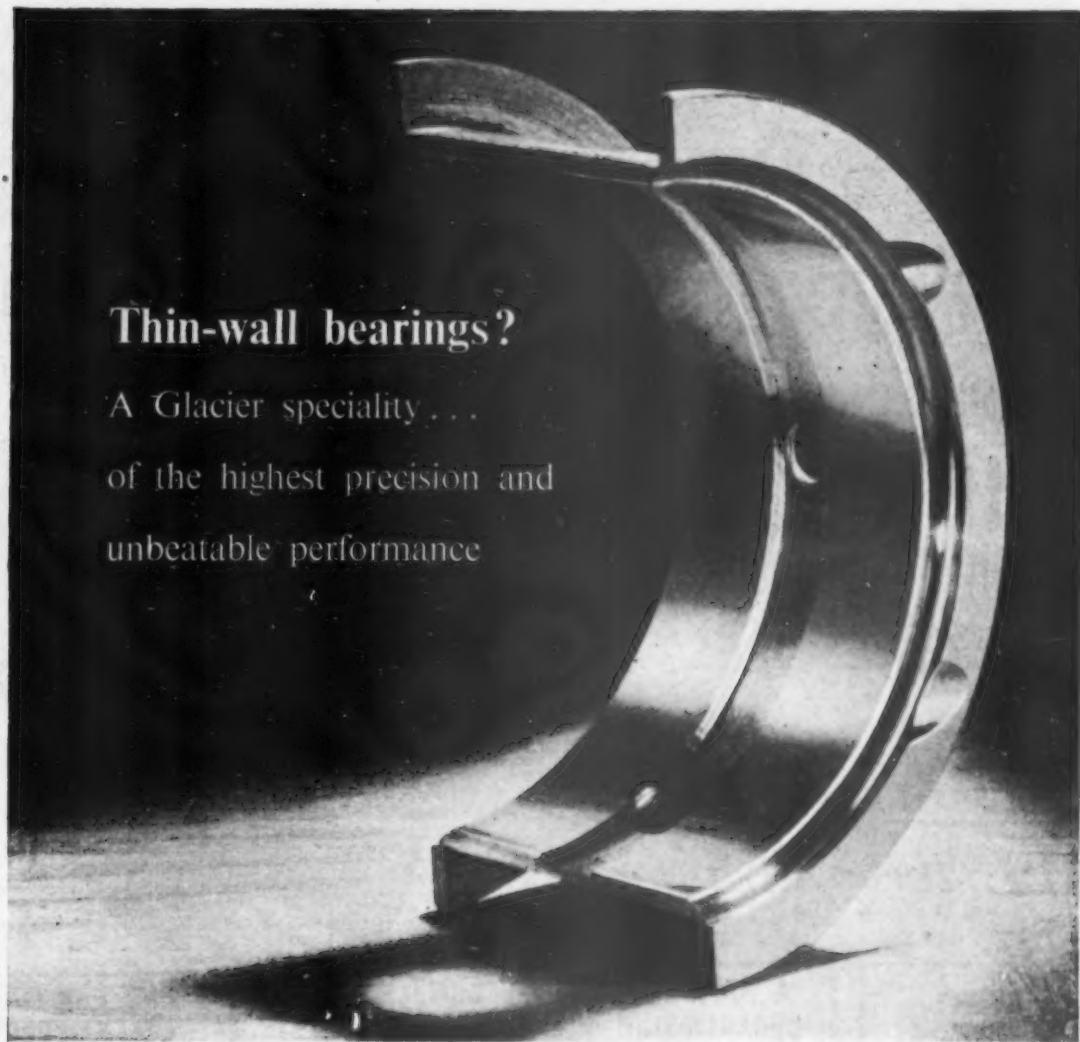
Mr. R. Shephard, of the Redex company, sponsors of the event, was pleased with the large number of entries, but the total of 192 is very worrying to the competitors. It was originally thought that about 50 cars would leave the start but, with 192, the chances of the back-markers are reduced. The number of cars on the road may be a greater hazard than any road conditions, because over many hundreds of miles there is virtually no possibility of overtaking. The draw for starting times consequently was of the utmost importance.

E. Hoy, from Victoria, with his pre-war Chrysler, drew the coveted first position, and close on his heels was Wager (Custom Ford, from Victoria), Bailey (Mercedes-Benz, from New South Wales), Kipling (Holden, from South Australia), and McLachlan (Customline Ford, from New South Wales). All these are hot favourites.

In the over 1,500 c.c. class Holdens are numerically superior, the main team being led by Lex Davison, with S. Jones and C. Dean in support. Davison and Jones are well known as racing drivers in Australia and made a fine effort in the Monte Carlo rally with their privately entered Holden. An outright winner is likely from this group. Apart from the Holdens, however, there are Ford Zephyrs, Standard Vanguards (one piloted by Les Burrows of pre-war racing fame), Citroens, Vauxhalls and the single Mercedes-Benz.

Fords for Ulster

DURING July 185 Dagenham Ford cars were registered for the first time in Northern Ireland. Morris came second with 95 registrations, then Austin with 70 and Hillman with 56.



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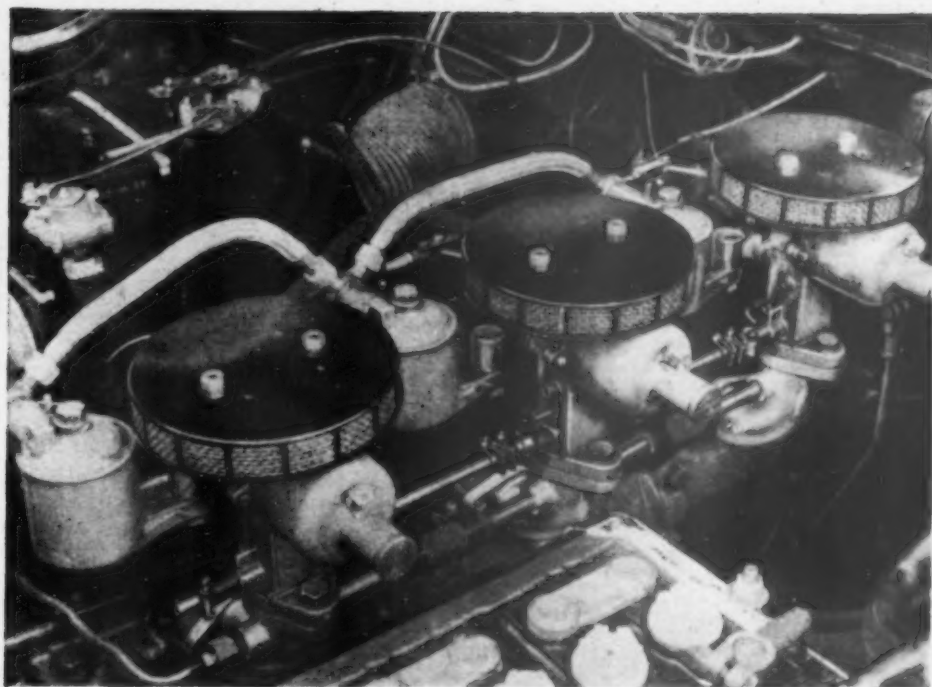
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The three S.U. carburetors, with individual air cleaners, fitted to a Ford Zephyr six-cylinder engine. The standard exhaust manifold is employed.

FIVE STAR PLUS

IMPROVED PERFORMANCE FROM A FORD ZEPHYR
WITH A THREE-CARBURETTOR CONVERSION

IT is well known that the Ford Zephyr has more than adequate performance for a standard saloon car of medium size. It can be as fast from point to point as a number of cars in a higher price range and at the same time gives an economical fuel consumption figure.

With present-day traffic conditions and their attendant problems it has been evident for some time that rapid acceleration is becoming more important than overall maximum speed. For owners who wish to improve the already brisk acceleration of the Zephyr, the Ace Service Station (London), Ltd. is marketing a three-carburettor conversion set for this car. The set consists of three S.U. Type D2 downdraught carburetors, with curved cast aluminium alloy inlet pipes, which are fitted with interconnecting balance pipes. It is not necessary to do any drilling or tapping and it is reasonably claimed that the conversion set can be fitted using only the standard tool kit supplied with the car.

The price of this conversion set complete with the necessary fuel pipes, throttle linkage and gaskets is £39 10s, while for a further £3 an air cleaner can be supplied for each carburettor. It is not necessary to reposition the battery, as the front carburettor clears this unit by approximately 1½ in.

A 1953 model Zephyr fitted with this

modification was recently tested by *The Autocar* and some interesting performance and consumption figures were obtained. In addition to the basic conversion described, double valve springs and a Servais silencer had been fitted to the car tested, and 0.040 in machined off the cylinder head. This work can be carried out for a further £6 15s 6d, and has the effect of increasing the compression ratio from 6.8 to 7.4 to 1. On premium grade fuel, pinking was not evident, even when accelerating hard in top gear.

Acceleration through the gears showed a marked improvement, as would be expected, over that of the standard Zephyr saloon, while the top gear maximum increased by the order of 5 m.p.h. A certain amount of roar was noticeable when accelerating hard, resulting from the intake silencer being replaced by small circular air cleaners, but instead of being objectionable it gave the driver a rather satisfying indication of the performance. It was quite possible to spin the rear wheels in starting on dry surfaces if the throttle was opened suddenly, and, with this in mind, due caution was exercised on wet roads. Overtaking and the climbing of main road hills at what would be a creditable speed on the flat was quite an experience.

The car tested took 8.1 sec to accelerate from 20 to 40 m.p.h. on top gear, while the

standard Zephyr tested by this journal in 1951 took 9.2 sec. From a steady 30 to 50 m.p.h. in top gear 8.5 sec were taken, as against 10.2 sec.

From rest through the gears to 40 m.p.h. took 8.6 sec and 50 m.p.h. was reached in 12.6 sec, while 70 m.p.h. in 24.9 sec showed an improvement of 7.2 sec over the figure for the standard model.

If advantage is taken at all times of the increased performance, fuel consumption is bound to suffer. Driving the car hard at all times, including the test work and journeys across London, produced a consumption figure of 16.3 m.p.g. On the other hand, on a cross-country journey of about 100 miles, cruising at a genuine 60-65 m.p.h. and using the acceleration to advantage when required, this figure improved to 20.7 m.p.g., while normal weekend motoring round country roads gave 22.8 m.p.g.

This last figure tends to bear out the supplier's statement that consumption will not be any greater than with one carburettor, provided that maximum use is not made of the increased power all the time. There is no doubt that this fitting does give the Zephyr an added sparkle at a comparatively low price, the complete conversion, as on the car tested, costing £55. Full details can be obtained from Ace Service Station (London), Ltd., North Circular Road, Stonebridge Park, London, N.W.10.

THE AUTOCAR NEW CAR PRICE GUIDE

Make and Model	No. of Cyls. and Capacity	Weight (Dry)	Suspension	Overall Length	Overall Width	Overall Height	Wheelbase	Turn-off	Turning Circle	Top Speed	Latent Road Test
A.C. 2-litre 2-door	4	2,926	F.	15' 4"	5' 7"	5' 7"	111"	107"	1,496	18 1/2	19/52
Four-door	4	2,905	F.	15' 4"	5' 7"	5' 7"	111"	107"	1,570	14 1/2	—
Sports tourer	4	2,842	F.	15' 4"	5' 7"	5' 7"	111"	107"	1,570	14 1/2	—
ALLARD P.2 Monte Carlo	3	3,250	C.	16' 0"	5' 11"	5' 11"	118"	1,650	2,338	12 1/2	—
Pinin Farina	3	3,250	C.	16' 0"	5' 11"	5' 11"	118"	1,650	2,338	12 1/2	—
Pinin Farina	3	3,250	C.	16' 0"	5' 11"	5' 11"	118"	1,650	2,338	12 1/2	—
K.3 3-seater	3	2,600	C.	14' 9"	5' 6"	5' 6"	100"	1,100	1,559	9 1/2	—
J2X 2-seater	2	2,300	C.	14' 9"	5' 6"	5' 6"	100"	1,100	1,559	9 1/2	—
JR sports	2	2,200	C.	14' 9"	5' 6"	5' 6"	100"	1,100	1,559	9 1/2	—
ALVIS 3-litre	4	3,192	F.	15' 2"	5' 6"	5' 6"	104"	1,250	1,771	19 1/2	15/52
D.H. coupé	4	3,161	F.	15' 2"	5' 6"	5' 6"	104"	1,250	1,771	19 1/2	—
ARMSTRONG'S ELEY	4	3,150	F.	15' 5"	5' 8"	5' 8"	112"	1,000	1,417	15 1/2	—
Whitney 4-light saloon	4	3,115	F.	15' 5"	5' 8"	5' 8"	112"	1,000	1,417	15 1/2	—
Hurricane coupé	4	3,115	F.	15' 5"	5' 8"	5' 8"	112"	1,000	1,417	15 1/2	—
Sapphire	4	3,640	F.	16' 1"	6' 0"	6' 0"	116"	1,215	1,722	7 1/2	17/53
ASTON MARTIN	4	2,464	C.	13' 6"	5' 5"	5' 5"	99"	1,750	2,480	5 1/2	17/11/50
D.B.3	4	2,464	C.	13' 6"	5' 5"	5' 5"	99"	1,750	2,480	5 1/2	—
D.H. coupé	4	2,464	C.	13' 6"	5' 5"	5' 5"	99"	1,750	2,480	5 1/2	—
AUSTIN A.30 Seven	4	1,484	F.	11' 4"	4' 7"	4' 7"	88"	355	504	0 1/2	10/10/52
A.40 Somerset	4	1,422	F.	11' 4"	4' 7"	4' 7"	88"	355	504	0 1/2	—
A.40 Sports	4	1,422	F.	11' 4"	4' 7"	4' 7"	88"	355	504	0 1/2	—
A.70	4	2,701	F.	13' 11"	5' 9"	5' 9"	121"	627	889	2 1/2	18/4/52
A.125 Sherline	4	4,158	F.	16' 0"	6' 1"	6' 1"	130"	1,307	1,852	14 1/2	23/5/51
A.125 Sherline	4	4,158	F.	16' 0"	6' 1"	6' 1"	130"	1,307	1,852	14 1/2	7/5/48
A.135 Princess	4	4,340	F.	16' 0"	6' 1"	6' 1"	130"	1,307	1,852	14 1/2	—
A.135 Princess	4	4,340	F.	16' 0"	6' 1"	6' 1"	130"	1,307	1,852	14 1/2	—
A.135 Princess	4	4,340	F.	16' 0"	6' 1"	6' 1"	130"	1,307	1,852	14 1/2	—
BENTLEY chassis	4	4,170	F.	16' 7"	5' 11"	5' 11"	118"	2,200	2,316	19 1/2	—
Sports saloon	4	4,170	F.	16' 7"	5' 11"	5' 11"	118"	2,200	2,316	19 1/2	—
BRISTOL Type 401	4	2,700	F.	15' 11"	5' 7"	5' 7"	117"	2,000	2,834	9 1/2	7/3/52
Type 403	4	2,814	F.	15' 11"	5' 7"	5' 7"	117"	2,000	2,834	9 1/2	—
CITROEN Light 15	4	2,380	F.	14' 7"	5' 3"	5' 3"	101"	1,485	1,971	10 1/2	20/3/52
Big 15	4	2,380	F.	14' 7"	5' 3"	5' 3"	101"	1,485	1,971	10 1/2	26/5/52
3-cylinder	4	2,340	F.	14' 7"	5' 3"	5' 3"	101"	1,485	1,971	10 1/2	26/5/52
DAIMLER Conquest	4	3,100	F.	14' 9"	5' 6"	5' 6"	105"	1,644	1,958	12 1/2	8/5/53
Straight Eight	4	3,100	F.	14' 9"	5' 6"	5' 6"	105"	1,644	1,958	12 1/2	—
DELOUX Mark II 2-tr.	4	1,288	F.	11' 5"	4' 9"	4' 9"	91"	350	445	5 1/2	—
Mark III tourer	4	1,372	F.	11' 5"	4' 9"	4' 9"	91"	350	445	5 1/2	—
FORD Anglia	4	1,636	F.	12' 8"	4' 8"	4' 8"	94"	313	445	5 1/2	18/11/49
Précis	4	1,808	F.	12' 11"	4' 8"	4' 8"	97"	370	526	0 1/2	23/1/48
Consul	4	2,262	F.	13' 6"	5' 4"	5' 4"	104"	470	664	15 1/2	13/4/51
Zephyr	4	2,447	F.	14' 3"	5' 4"	5' 4"	104"	470	664	15 1/2	23/1/51
FRAZER-NASH	4	1,400	F.	12' 3"	4' 8"	4' 8"	91"	350	445	5 1/2	—
Le Mans, Mark II	4	1,680	F.	12' 6"	4' 10"	4' 10"	93"	370	526	0 1/2	2/1/53
Target Florio	4	1,820	F.	12' 6"	4' 10"	4' 10"	93"	370	526	0 1/2	—
Mille Miglia	4	1,820	F.	12' 6"	4' 10"	4' 10"	93"	370	526	0 1/2	—
HEALEY Tickford	4	2,800	F.	14' 6"	5' 5"	5' 5"	104"	470	664	15 1/2	14/3/52
3-litre coupé	4	2,800	F.	14' 6"	5' 5"	5' 5"	104"	470	664	15 1/2	—
3-litre coupé	4	2,800	F.	14' 6"	5' 5"	5' 5"	104"	470	664	15 1/2	—
Austin-Healey 100	4	2,576	F.	14' 2"	5' 0"	5' 0"	104"	470	664	15 1/2	2/5/52
Nash-Healey (OD)	4	2,800	F.	14' 2"	5' 0"	5' 0"	104"	470	664	15 1/2	—
HILLMAN MINX	4	1,995	F.	13' 11"	5' 3"	5' 3"	91"	350	445	5 1/2	—
Convertible	4	1,995	F.	13' 11"	5' 3"	5' 3"	91"	350	445	5 1/2	2/12/49
California coupé	4	2,107	F.	13' 11"	5' 3"	5' 3"	91"	350	445	5 1/2	21/12/51
WOLSELEY	4	2,320	F.	14' 5"	5' 6"	5' 6"	104"	470	664	15 1/2	2/12/51
Four-door	4	2,320	F.	14' 5"	5' 6"	5' 6"	104"	470	664	15 1/2	2/12/51
Six-Eight	4	2,320	F.	14' 5"	5' 6"	5' 6"	104"	470	664	15 1/2	2/12/51

KE—E—Elliptic, I—Independent, C—Coil, Tr—Torsion Bar, D.D.—De Dion rear axle, OD—Overdrive.



Modern Design Removes Certain Handicaps the Open Family Car Has Had in the Past

by J. R. DAVEY

The improved all-weather equipment of the 'twenties, exemplified by an Armstrong Siddeley Fourteen, with side-screens which had thin, rigid frames and were independent of the hood. It was recorded that the car could be "changed from a closed condition to an open one in 2 min 36 sec, and restored to the closed state in 2 min 53 sec, without the aid of any tools."

OUT IN THE OPEN

"The Autocar," June 11, 1926 — Correspondence

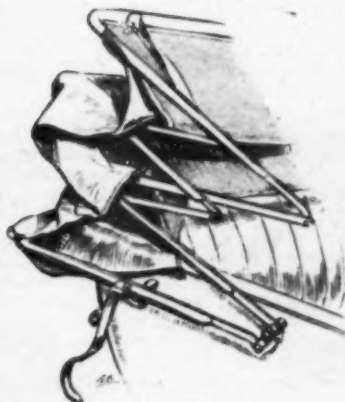
[34898]—For some years past I have been on the look-out for an inexpensive car of the four-door, all-weather type, but without success. It seems useless to wait longer, but now that I seriously consider buying a car, it is most difficult to decide whether to have a touring car or a saloon, for neither is altogether what I need. The side curtains of a touring car would not give sufficient protection from draughts after they have warped, which they do in a very short time, to say nothing of their becoming scratched and yellow. On the other hand, a saloon, though perfect for wet weather, and winter use, would not be at all to my liking for country runs in the summer . . .

THE reader who wrote that letter in 1926 was one of very many motorists, and designers, too, who felt that it should be possible to combine the advantages and avoid the defects of both the popular four- to five-seater saloon and the open car. The nineteen-twenties were a period when there was a ferment of ideas, both on paper and in practice, for meeting their desire: but although the problems of a "convertible" were more or less solved for large cars, where weight, cost, and space were not important, the style was never made really practical or popular for more humble motorists. The two-seater coupé was well enough, but when it grew rear seats and became a four-seater, its rear passengers were condemned to darkness, and the blind quarters grew unduly large, while the small rear window, now that it was no longer near the driver's eyes, gave little vision.

Improvements of the four-five-seater open car have been a



The hood mechanism of a modern small convertible, the Hillman Minx. There is a single arm-and-hoop to swing up at the rear; central pillars pivot up from the body sides and the central hoop is planted on them. The front windows wind down, and the quarter-circle rear windows, which are pivoted at their front bottom corners, hinge down (Wolsley and others had this arrangement before the war). Windows and hood alike disappear completely when the car is fully open. An intermediate "de ville" position of the hood, giving open front and closed rear, is often used.



To span the great length between the rear panel and windscreen of the old-time tourers, a complicated mechanism had to be used. When folded, it made quite a heap. It wore and distorted, and was inclined to lose its geometry, so that the parabolas described by the various bits were no longer in harmony.

marked feature of post-war motoring. To some extent it has been fashion, in particular the glamour and pleasing appearance of the convertible, a body style that has particularly caught on in Hollywood: it is some years since one saw a picture of a film star in a sedan. The remarkable popularity of motor sport has been the general influence, and all specialized coachwork in the Latin countries and the United States, two breeding grounds of automobile styling, seeks to impart the 100 m.p.h. look to a car.

The people who buy popular cars in Britain and some overseas countries such as Australia have always numbered many who remained faithful to the open car when it was somewhat in eclipse, and the small open car is as popular as ever. The Morris Minor has the same seating plan and the same price in saloon and open models—the glass-windowed tourer or "convertible" is in some makes more expensive, a de luxe model—and provides a good test of

OUT IN THE OPEN

... continued

demand: a large London dealer reports that about one in every four enquiries is for the open model.

In the 'twenties, when popular motoring developed, cars had wooden-framed coachwork which was not able to take great strains. The chassis frame, therefore, was rigid and heavy and provided a platform that did not sag or twist unduly. Open bodywork was much lighter, because there was less of it, and if it was twisted or bent a little—for no frame could be perfectly rigid—it was less strained and damaged than a saloon, in which rattles and squeaks were more easily caused. Doors were small. The "light car" or "cycle car" did, however, use a light frame and a light body (and a simplified mechanical specification); and everything twisted and gave a little. It did not matter. The beam front axle continued to point the front wheels in the right direction, although rubber "door silencers" were a popular accessory! Such cars as the Riley Nine and the old Austin Heavy Twelve, however, had very strong chassis frames, and towards the end of the period cruciform or X bracing became popular: much stress was laid on this in publicity, and the adjective "massive" was justifiably popular.

Plus Two

Engines of the 'twenties were sweet running, some of them more sweet than their more powerful descendants of today, especially the Light Twelve six-cylinders: the type was in some unfortunate instances merely the Light Four with a couple of cylinders added, and in general the small sixes were, at a later date, to command lower prices in the second-hand market than their equivalent fours. But engines were directly bolted to the chassis, and made themselves heard through communicated vibrations, while fumes and noise came through the gaps in shrinking wooden floorboards. The indirect gears had straight teeth and whined, loudly in cheap cars, in a more refined manner in the quality cars. The flat panels of bodywork in the 'twenties also set up sub-sonic waves called "drumming," which were most distressing to the occupants of many saloons. It was a general and serious motoring problem, and affected even high-quality cars, becoming less acute with the coming of better soundproofing materials and the very curvaceous panelling of the 'thirties. A saloon was naturally heavier than an open tourer, and the accommodation layout of the period usually made it tail heavy: so it was less stable, compared unfavourably in the matters of performance and m.p.g. and even had to have lower gears in some instances.

The Weymann saloon body, with its deliberately flexible framing with leathercloth covering, was an interesting solution to problems of saloon distortion, rattles and excess weight. It became popular, but the vulnerability of the fabric, its dull appearance, and cheap imitations, caused it to lose favour.



Morris still call their open Minor a "tourer." It has glass windows in thin frames, those at the rear being fixed. The front windows wind down, but the frame remains in place. A horizontal strip sewn inside each edge of the hood rests snugly on the continuous curve of the top members of the window frames.

In the 'thirties, very strong and rigid all-steel saloon bodywork and floorboards, flexible engine mountings, and gear teeth of more silent cut, did away with the considerable negative advantages of the open tourer on popular chassis, for the popular saloon had become cheap, fume-free, and quiet, at least when it was new, and in those days new popular car buyers did not reckon to keep the car as long as they do now. The tourer's advantages continued in quality cars which retained strong chassis and traditional coachbuilding. In 1938 the Morris Minor cost £128 in both saloon and open versions; but the small but choice Lagonda Rapier was £415 for the saloon, and £375 for the tourer, in its last edition, both models being coachbuilt.

The Lagonda price differentiation was exactly reversed by the 1938 Ford Ten, in which the coachbuilt wood-framed, open tourer at £162 cost £12 more than the standard steel saloon. Neither a wooden body frame (for a limited production) nor a canvas hood was a really convenient thing for quantity production. The tourer retained in this instance the advantage of lightness, between 14½ cwt as against the 16½ cwt of the saloon. But the chassis had become to some extent a locating jig for the mechanical components, the real strength of the saloon car being in the steel box body: and the tourer on this chassis, which was only skimpily reinforced, was remarkably flexible. On uneven ground, or when the car was jacked up, the doors often flew open.

This difficulty does not prevail today. The modern, popular, small saloon has integral construction and i.f.s., and is also designed for a higher performance. Both this construction and i.f.s. have necessitated very strong and very rigid



The Hillman Minx as a convertible, a model which is popular in the United States.

underpans (or floor units) being employed, and these pans make a much better basis for an open car than the light steel-channel chassis. On the road it is noticeable that such open cars as the current Austin A.40 or Minx coupé are remarkably rigid, with an absence of small door-gap movement, which was unknown in even the stiffest open cars of the old days. The integral construction car is not really "chassisless." It is welded up from pressed steel panels, and the bottom pressing is so shaped, swaged and reinforced as to be very strong. It is far from being a plain sheet of metal, and is more elaborately designed than the old separate chassis frames. Some of the Carbodies-built small convertibles have been tested with the weight of the car supported on only two wheels at opposite corners, when the doors continued to open and close perfectly normally.

A tailored hood, perhaps with padding, a quite complicated mechanism, perhaps with electric motors for actuating it, cannot be as cheap as a simple steel panel roof, stamped out in a moment and quickly welded to neighbouring panels. The convertible is usually more costly than the saloon, and the difference is accentuated in Britain by purchase tax. Current instances are the Ford Consul convertible, costing before purchase tax £570, and the saloon (£470); and the Hillman Minx (convertible £510, saloon £470). In an open car, it is necessary to employ the best grades of interior trim materials, too. Pre-war attempts to use inexpensive cellulosed leathercloths, which got by in saloons, were not very successful for open cars. Low-priced open cars grew quickly shabby.

By using a cotton hood with a mechanism which, because of the small size of the car, is not complex, and by having fixed glass windows or sidescreens, the price of the Morris Minor tourer is currently kept the same as that of the saloon—£373. Both saloon and open models use weatherproof p.v.c.-coated upholstery material.

Negative Success

The modern convertible has three ancestors, the open tourer, the cabriolet and the two-seater coupé, and it may not so much be regarded as combining the virtues of these types as dodging their defects.

The old open tourer, besides its chattering floors (unless they were very tiny ones), suffered from celluloid sidescreens which rapidly grew brown and brittle, and which were by tradition lightly planted by little pegs, so that they flapped and let in draughts: they were tiresome and largely inefficient things. The winding glass windows of its descendant, remaining clear and making a proper union with the roof, are a great improvement. In early days there were many tourers in which sliding, framed, and glazed windows in two halves were substituted for celluloid sidescreens, one of the smallest cars to have this being the popular 10-15 h.p. Fiat of the early 'twenties. But such screens were difficult to stow, or, if permanent, spoiled the feeling of having a completely open car. In the middle 'twenties, rigid, narrow frames eliminated the floppy and wide canvas edges previously used for celluloid side curtains. Screens stood on their own, and no longer needed clipping to the hood. At that time *The Autocar* praised all-weather equipment which had been erected by a member of the staff in only 2min 36sec!

Saloons and tourers alike had a long, rear compartment then, stretched-out legs being a necessity for rear passengers, who had no foot wells. They sat out over the rear axle. The Le Mans sports tourer and the "close-coupled" saloon set a fashion for shorter rear compartments, and the scuttle moved rearwards a little, but most hood mechanisms remained a remarkably complicated arrangement of scissors, trellis work, arms and pegs. Some used on large cars required two persons for erection, so that a man caught out on his own in the rain had to drive very quickly and crouch down behind the screen. Even large parties had a reluctance to embark on the struggle.

It has hardly been noticed, but automobile engineers have at last found out how to design a practical hood mechanism, in which none of the geometry is at cross purposes!

If a cloth tourer hood of the days gone by was wet and had temporarily shrunk, it might be impossible to erect,



The German B.M.W. cabriolets of the nineteen-thirties resembled a modern convertible, with four disappearing glass windows. The hood was smoothly rounded with padding, and its heavy members made an excellent union with the window frames when erected; when folded, however, it was rather large and obtrusive.



A post-war Fiat 500C convertible in the cabriolet tradition: a four-light body was also introduced. A very simple hood swings up, by a sweep of the driver's hand, on a single pair of arms coupled to the front rail of the hood.



Permanent window framing and cant rails make the Nash Rambler 1953 Custom Convertible a member of the cabriolet family. The hood hoops run in channels, and the hood is raised and lowered by electric motors.

Below: The Salmons-Tickford type of convertible all-weather body was popular in the 'twenties and 'thirties. This version (built in 1922) had fixed side window framing, though there were other versions with completely disappearing windows. A single winding handle erected or lowered the hood. The Tickford body was used on chassis as small as the Twelves. In modernized form it is still current of course.



OUT IN THE OPEN continued

unless the windscreen was weak enough to be bent backwards to meet it: when it was dry, it flapped. In the down position, it had to be inserted in a special tight bag, or the scissors mechanisms would bite it to pieces. It was no wonder that open motoring did not appeal to the lazy.

Modern plastic-coated hood materials do not vary when wet or dry, and are largely responsible for ease of erection, while they have ended the oxidization of rubber and the mildewing of fabric, especially in heavily padded hoods which harboured dampness, and which made even the best cloth hoods short-lived. The first hoods made of the now-current plastics are three years old and still in good condition. The redesigning of cars with the driver's legs under the scuttle, and the rear passengers brought forward in front of the rear axle, with their feet in wells, so that the open space to be covered by the hood is short, is also partly responsible for today's more simple and easily erected hoods.

Blind Quarters

Difficulties of erection never troubled the drop-head coupé, essentially a two-door, two-window car with a heavily padded and shaped hood, for which it was fashionable before the war to have a pair of exterior hinged "S" irons, massive and chromium plated. The great drawback of the two-window, four-seater coupé was, and is, its very large blind quarters, always wrong for four passengers, and for driving vision, and made more obviously so of recent years by the great increase in quarter light and rear window area of the saloon. As it is in conflict with modern styling tendencies, the two-window coupé may be a body which tends to die out. The quarter windows of the modern convertible—sometimes, as on the Hillman Minx and Sunbeam-Talbot, quarter circles pivoted at the corner and swinging down into the body sides—are a worth-while modification. The moving forward of the modern body in relation to the axles, with a shorter or farther-forward bonnet, and rear seats in front of the rear axle, and also smaller wheels and wheel arches, make these desirable lowering quarter lights possible.

The term coupé is now used for bodies which are entirely different from the old-established form. The frontiers between all body type names, and between the types themselves, have always been vague and confused. But a small modern "convertible" is essentially a car with a saloon's four lowering windows, and a tourer hood, erected on a simple coupé mechanism.

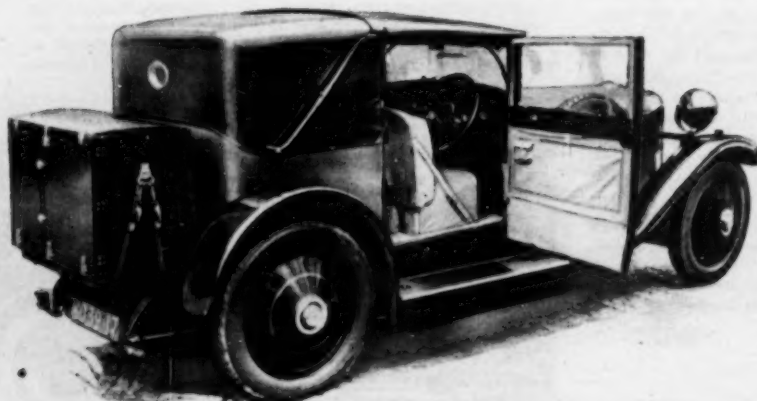
Another ancestor of the modern convertible was the kind of body for which Tickfords were known before the war. It had winding glass windows, and a hood, in early examples of leather. When furled, this hood made quite a towering pile at the back of the car. But the raising and lowering gear, which was worked by a small handle inserted in an aperture in a side panel, from outside the car, worked well. The Germans developed the cabriolet style, the example best known in Britain before the war being the B.M.W. The glass side windows had their upper edges in a continuous curve, falling towards the rear, which harmonized with the dropped waistline of the 'thirties. The rather massive wooden members of the hood mechanism were curved to correspond, and the hood was a padded one which kept

the curved effect. When all this was in the down position it was so high as to interfere with rearward vision, which made an outside mirror necessary for a short driver. When the hood was up, the car was as good as a saloon. Although the modern convertible has sunk its more compact folded hood out of sight in the convenient "rear deck" of modern styling, this is slightly at the expense of luggage locker space. The arms and cranks of the hood frame sink into body side panels, which they made thicker, so that in medium cars a three-abreast rear seat may no longer be possible.

A popular and potentially moderate cost compromise between tourer and saloon is another style of cabriolet. This is a saloon in which the centre of the metal roof panel is omitted all the way to the waistline at the rear of the car, leaving the curved sides and peak of the roof. It is then easy to run up a hood which is a simple blind with hoop sticks but few or no cranks and arms and so on, the ends of the hoops running captive in channels, or just resting on the roof. In the present Nash Rambler convertibles erection and lowering is done by motor-driven wires running in the channels. On the Fiat 500 the hoops have rubber feet; the hood can be heaved up in one sweep and attached at the front, with the ends of the hoops just resting on the roof, which arrangement does not rattle or leak. Austin had a range of cabriolets which was popular before the war. But the style does not make a true open car, although, like a sunshine roof, welcome in temperate but not tropical climates, it provides a patch of blue sky, some direct sunshine, and a light interior and relief to the claustrophobe. There is still a wide sheet of metal above the windscreen and side windows, and the trees, buildings and mountains are still cut off at their middles, an odd and frustrating view of the world to which the saloon motorist has become accustomed. The objection applies also to the wide strip of panelling above the windscreen and the very thick screen pillars which result from the money-saving incorporation of saloon scuttle and screen frame presswork in a convertible model.

A Matter of Fact

As Miss Gertrude Stein might have said, an open car is an open car and is open. This will please the sportsmen with their stark two-seaters, with kidney-chilling cutaway doors and a hood left in the garage: at one time, however, in the 'twenties, there was a French fashion for mounting basketwork chairs on bare chassis, a style truly open, very light, and saving the cost of a body, which in a popular car may be greater than the cost of the engine, chassis and all the machinery. But to normal motorists the modern convertible, which in winter or in inclement weather can become in almost every way as good as a saloon, interior heater and all, is an attractive style. It seems to be one of the few matters in which one can both eat one's cake and have it—the tourer v. saloon question settled by having both in one vehicle. In fine weather and fine country, and especially in the lanes and among mountains, any old open car is more enjoyable, its occupants more in sympathy with their surroundings, than the finest saloon.



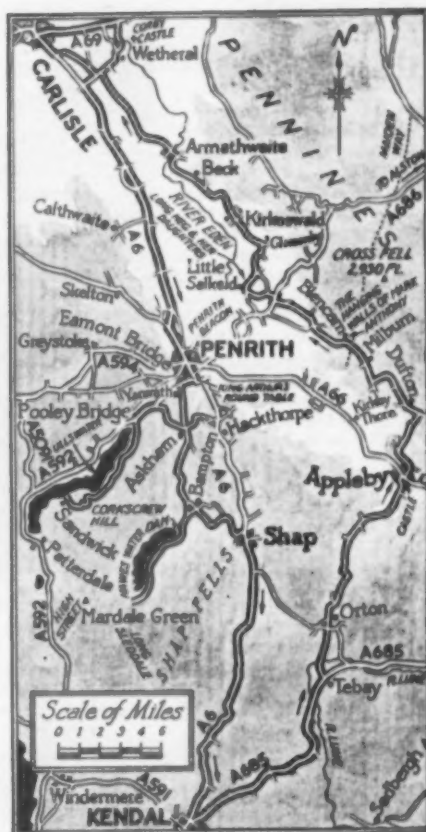
A Weymann coupé on a 1922 Hispano-Suiza chassis exemplifies the drawbacks of large blind quarters and a tiny rear window, disadvantages that are still known among modern coupés. Note the leather "boot," stage coach style, which was later to grow integral with the car and become the modern luggage locker.

ALPINE



Barely wide enough for a large car, the road from Martindale to Sandwick winds over bracken-covered hillsides.

ENGLAND



LESSER KNOWN ROUTES THROUGH LAKELAND

By G. DOUGLAS BOLTON

THE real pleasures of motoring are to be found away from the busy main roads. Quiet by-ways where every turn reveals a peaceful scene, adventurous roads where one is beguiled by the unexpected, or meandering lanes leading to old-world villages—these are some of the main pleasures in motoring. There may be few chances for high speeds, but the niceties of driving technique will be needed most of the time; North Country by-ways can be as capricious as alluring.

The north of Westmorland and the east of Cumberland are regions comparatively unexplored by the majority of motorists. It is surprising how many tourists keep to set routes leading to hackneyed beauty spots. Quite often one can follow parallel by-roads vastly more picturesque, comparatively traffic-free, and shedding new light on familiar scenes. Ask your friends who claim to have "done" the Lakes if they visited Hawes Water or followed the narrow cul de sac along the south shore of Ullswater over the hills to Martindale. They will probably never have heard of Sandwick, Howtown and Askham. The Vale of Eden is a sealed book to many whose knowledge will probably be confined to the fast highway between Penrith and Carlisle. Even those who claim to know the Vale of Eden may direct suspicious glances towards you if you ask about Long Meg and Her Daughters or the Hanging Walls of Mark Anthony. A really delightful introductory tour of this district can

be made by starting from Kendal and following the Penine foothills and the Vale of Eden to Carlisle. Return to the south can be made by way of the eastern Lakes and the little-known country to the north-west of Shap Fells. I found this one of the most rewarding tours in the north.

Kendal may be regarded as the Gateway to the Lakes; Windermere is only eight miles distant. It is therefore a very busy town with a great deal of traffic, but if you find a quiet hotel Kendal makes an admirable touring centre. The town is redeemed from the commonplace by its river and a profusion of narrow alley-ways called "yards"—both quaint and distinctive. Kendal is partly a manufacturing town, which produces goods ranging from woollens to shoes and snuff. I like the old bookshops where many a rare and out-of-print work can be found by diligent search. Romney, who spent his youth at Kendal, died there, too. Catherine Parr was born at the castle, the ruins of which crown a hill to the east of the town. Stramongate is a narrow, old-world street, to me one of the most interesting in the town, but I was even more diverted by the Castle Dairy Café, dating from 1564, and the Old Kendal Farm House in Wildman Street, where a "penny-farthing" cycle stood on the pavement and a chair hung from a bracket over a window. This is now a curio shop.

I headed for Appleby on a rather dull, damp morning in June, but by the time the Lune valley came in sight the

ALPINE ENGLAND continued

Fine views of Ullswater can be obtained from Howtown Hill with the road cork-screwing like a miniature Stelvio in the foreground.



grey sky was giving way to a patchwork of light cumulus clouds and the scene became transformed into a sparkling day of remarkable clarity. In northern hilly country a poor morning is often followed by better weather in the afternoon.

The descent to Appleby gives a widespread view across the Vale of Eden to the tremendous mountain bulwark culminating in Cross Fell, whose height of 2,930 feet makes it the loftiest hill of the Pennine range. The route from Penrith to Alston is the only modern road from the west crossing the Pennines between Brough and Carlisle.

Appleby is a delightful town, clean and sparkling, with a broad main street, a spacious market place and an imposing castle. Although much smaller than Kendal, Appleby is nevertheless Westmorland's county town. The population is less than a sixth of what it was in the 14th century. The magnificent street descending from the castle to the church is of immense width with a row of trees on either side between road and houses. Still stranger are the black-and-white pillars, each surmounted by a sundial, at each end of the street. One pillar denotes the site of the market cross; the other urges the townspeople to retain their loyalty and preserve their rights. Parking a car at Appleby is disconcertingly easy after the congestion of Kendal, so there is every inducement to stop and look around the town. The castle with its Norman keep is the main attraction, but St. Lawrence's church, with its memorial to Lady Anne Clifford, should not be missed.

Savage Background

An undulating by-road leads from Appleby to the verge of the Pennines and the enchanting village of Dufton is soon reached. This long, straggling village is a good half-mile in length but is so embellished with trees and a vast village green that every prospect is fair. Gardens and trees, cottages and greens, form a gracious foreground to the savage and forbidding background of the Pennines, here at their wildest. A lonely path climbs five miles into the hills to a savage cleft called High Cup Nick, from where descent can be made to Caldron Snout and Upper Teesdale.

I headed for Milburn and the Hanging Walls of Mark Anthony near Blencarn. The "Walls" are terraces or mounds whose romantic name may have some connection with the nearby Roman road called Maiden Way, which storms the Pennines on the way to the Tyne Valley, attaining a height of over 2,000 feet in the process. One cannot help but admire the way in which the ancient Romans

showed such disdain for mountain ranges and appalling desolation.

The by-roads from Blencarn to Little Salkeld are both complex and prolific and I had to consult my map at almost every turn. One felt a bit foolish lowering the car window and enquiring "Can you direct me to Long Meg and Her Daughters, please?" The nearest place was Maughonby which I felt certain would enjoy a different pronunciation from its spelling. But with Little Salkeld one felt safe! Long Meg is the largest of 64 megaliths forming the fourth most important stone circle in England. Actually the shape is more oval than circular, the longer axis measuring 360 feet against a north-to-south axis of 305 feet. One can drive right up to the circle, which is seen to fill a large meadow. As the megalithic remains at Avebury have been attributed to a period about 1800 B.C. one can fairly assume that Long Meg and Her Daughters belong to a prehistoric period of similar antiquity.

Eden Valley

I continued northwards, parallel to but some distance from the banks of the Eden, now widening into a picturesque river, and came to Kirkoswald—a handsome red-sandstone town possessing a 12th-century castle, a church with a detached tower (200 yards away) and a noteworthy museum.

Between Kirkoswald and Armthwaite the Eden plunges through a thickly wooded gorge. The railway keeps quite close to this picturesque ravine, but there is no road through it at all. Just beyond the little hamlet of Beck the by-road approaches bracken slopes leading down to the river. I continued to the lovely little village of Armthwaite, crossed the Eden, and made haste to Carlisle for the night.

Carlisle is the county town of Cumberland and a city of roughly 60,000 population. The cathedral is noted for the magnificence of its choir and the superb east window which I found almost breathtaking in its perfection. St. Cuthbert's church possesses a moving pulpit drawn by concealed ropes. The castle, with its fine Norman keep, is steeped in history. Mary, Queen of Scots was imprisoned here and so were many of Prince Charlie's unfortunate followers. The dungeons are among the most horrible in the country. Especially depressing is the sight of a damp stone worn smooth by the tongues of thirsty prisoners entombed in the rock.

Next morning I was away in good time, heading eastwards to Wetheral, a village perched well above the Eden

which at this point flows through another wooded ravine. I found it possible to drive down to the water's edge and reverse along a footpath not built for cars. It is worth coming here for the sake of the walk upstream because quite suddenly you reach a point opposite to Corby castle which can be seen from the river bank. The path leads to caves which include St. Constantine's cell. There is an unusual grotto in the grounds of Corby castle where stone mermaids and mermen abound.

Little more than half an hour later I slackened speed on approaching Penrith, reflecting that A6 from Carlisle must be one of the fastest highways in the country. It would require dogged determination to drive slowly along this road!

Local Viewpoint

Penrith is a town teeming with traffic but possessing many features of interest, ranging from Elizabethan houses in the town itself to that strange cluster of crosses and graves in the churchyard known as the Giant's Grave. There are two tall cross-shafts about ten feet high, another cross called the Giant's Thumb and four ancient hogbacks. A fragment of Penrith castle can still be seen. The best local viewpoint is from the top of Penrith Beacon. William and Dorothy Wordsworth were at school at Penrith. Connoisseurs of historic inns will note the Gloucester Arms Inn where Richard III slept.

The southbound road, A6, continues to Eamont Bridge, where we turn west towards Yanwath. A little to the north Mayburgh, and King Arthur's Round Table, can be seen. The latter is a round earthwork surrounded by what appears to be a dried moat; Mayburgh is another earthwork having a ten-foot monolith in the middle; its origin may date back to the time of the Druids. I came to Askham, a tree-shaded village nestling around its green, and turned off to Lowther Park to catch a glimpse of the imposing castle.

My route then cut across to Pooley Bridge at the north-eastern tip of Ullswater. It is worth stopping here to enjoy the view towards the lake from the bridge; in any case it is worth a short pause before commencing one of the most interesting by-roads in England. This one is a cul de sac and keeps to the south-west of the Westmorland side of Ullswater as far as Sandwick. I wonder how many of the teeming multitudes following the busy main road along the north shore of the lake ever dream there is such a jewel of a road along its southern reaches. I first came this way in 1937 as it seemed to be a route offering interesting driving possibilities, both motoring and scenic, and have been under its spell ever since!

Resurfaced Corkscrew

There was still no traffic on my recent visit although I came across a caravan park delectably situated near Sharrow. The narrow lane leading to Howtown was as pleasant as ever but a great change had come over the hill between Howtown and Martindale. In 1937 I found this a most fascinating corkscrew hill. It had a rough, sandy surface and nine or ten hairpin bends which presented an almost fantastic scene when viewed from the top of the hill looking down to Howtown and Ullswater. But now the entire hill has been tarred and the amazing serpentine appearance is so camouflaged that it is hard to pick it out from among the bracken. The view from the summit looking back to Ullswater is still one of the most delectable scenes in Lakeland. In 1937 I had found the ascent required considerable finesse, but my most recent ascent since the resurfacing proved a steady second gear climb although it was still a great pleasure to get to grips with the hairpin bends.

It is a very satisfying experience to climb this hill and continue past the little church down to Martindale and along the lonely road to Sandwick where you emerge at the lakeside again opposite Gowbarrow Park. Sandwick, a tiny and little-known hamlet, is as delightful as its name and here the road ends, although pedestrians can follow a lakeside track to Patterdale. We must drive back all the way to Pooley Bridge but I would like to emphasize that the journey is every bit as delightful as the outward trip. There is a

hotel at Howtown strategically placed near the corkscrew hill.

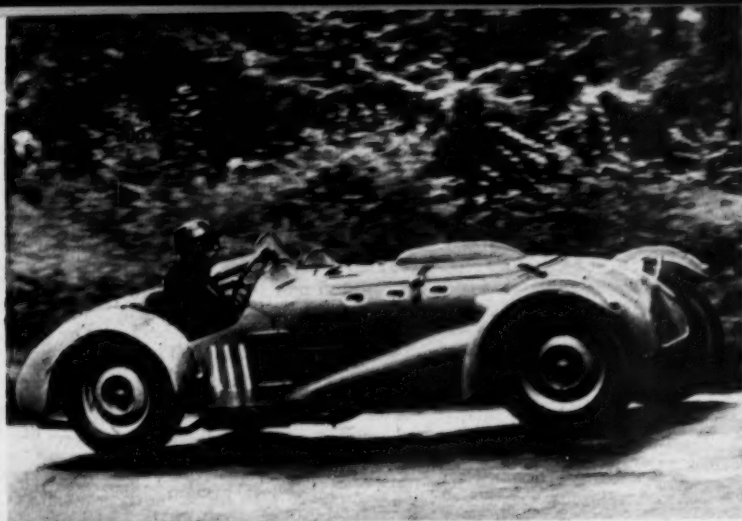
My next objective was a return visit to Hawes Water which I had not seen since my journey to Mardale Green in 1935. At that time the little village, with its charming church and delightful Dun Bull Inn, still stood. The village, church and inn are now demolished and their sites along with every house of the dale submerged beneath the new reservoir held in check by a colossal dam. The old road, now submerged, went along the northern shore of the lake. A new road now keeps well above the southern shore and leads to the extreme limit of the lake amid wild surroundings beneath the savage slopes of Harter Fell and High Street.

As I followed the narrow by-way from Bampton southwards I was quite unprepared for the tremendous spectacle of the dam which towers 120 feet above the valley and is 1,550 feet across. It was completed in 1940 at a cost of £500,000 and its effect was to raise the level of Hawes Water 96 feet. The waters are led through a tunnel to Long Sleddale. This dam is so immense and so much water is confined that one cannot help the thought of what would happen if it burst!



Tree-studded Mardale hills sweep down to the edge of Hawes Water. Below: The market place at Appleby, a small country town on the River Eden with a splendid Pennine background.





THE AUTOCAR,

RAIN MARS THE CLASSIC M.A.C. HILL-CLIMB

Cyril Wick, in a Cadillac-engined Allard, fights track conditions which did not suit such potency at Shelsley on Saturday.

SHELSLEY SHOWER BATH



B. E. Bradnack's Cooper, driven by M. A. H. Christie, straightens up after sliding through the Esses.

CONTRARY to the belief of many, there have been more fine than wet Shelsleys. But last Saturday's event was not one of them! Rain persisted from early morning until well into the afternoon and reduced the spectator attendance to a mere two thousand. This was unfortunate for the Midland A.C., which must have suffered considerable financial loss, and for the competitors who were faced with a wet and muddy surface to increase the natural difficulties of the hill.

Just how tricky the conditions were was shown when Ken Wharton opened the event with an *ascend d'honneur* in the B.R.M. On the 1 in 11 gradient the rear wheels spun furiously, throwing fountains of mud high into the air and over the throng which had collected to see the start, the low, rakish car slithering from side to side as Wharton opened the throttle. His handling of the powerful machine was masterly and somehow or other he managed to coax it to accelerate, until its piercing exhaust note became almost ear splitting as man and machine disappeared out of sight round the first bend.

In spite of the immense potentialities of the B.R.M., Wharton's time was 49.84 sec, whereas the record for the hill, held by Wharton in his 1,000 c.c. Cooper, is 36.60 sec. These figures give some indication of the appalling conditions. In practice on Friday when the road was dry, Wharton had taken the B.R.M. up in

37.97 sec, making such a meteoric approach to the notorious S-bend that it caused spectators to leave its vicinity with great speed.

First of the racing 500s was R. A. Spier's Cooper and as he let in the clutch the tail swung instantly, to be corrected at once, but only to swing again. Nevertheless he weaved his way up through the Kennel bend and through the S in fine style, time 50.31 sec. The class record is held by D. Boshier-Jones' Kieft in 40.74 sec, but on the wet road he could only slither up in 49.32 sec. Clive Lones somehow got the Tiger Kitten up in 47.18 sec, which stood as fastest time for the class until the second runs were made, when conditions had improved slightly. C. A. N. May's Cooper was next best in 47.56 sec and Ken Wharton's Kieft clocked 49.05 sec.

The more the power available the more difficult was the get-away and the more vicious were the slides on the bends. The second class, racing cars from 501 to 1,100 c.c., showed that and Bertie Bradnack struck the bank in the S with his Cooper, time 47.49 sec. Les Leston's Cooper in well-held slides took 47.23 sec, but Dick Henderson in his Cooper fairly weaved his way through the S and accelerated fiercely up the finishing straight to clock 44.65 sec, f.t.d. so far. Finally maestro Wharton on his blown Cooper, sliding but always under control, got down to 43.34 sec.

By comparison the 501 to 1,100 c.c. sports cars were less thrilling, of course, but despite their lower speeds they found the surface treacherous and Kenneth Flint's blown M.G., driven by W. Brett, nearly clipped the bank going through the S-bend. Conditions improved slightly for the 1,101 to 1,500 c.c. racing cars, the rain ceasing although the surface remained wet. Michael Christie's 44.72 sec on his Cooper was f.t.d. for the class until the second run.

Slides and tail swings were still the order of the day as the 1,501 to 3,000 c.c. racing cars came up. Wheels spun at the start and in accelerating out of the S, but obviously those with twin rear wheels obtained adhesion more quickly. Sir Clive Edwards brought his H.R.G. Special out of the Kennel bend in a vicious slide and clouted the bank in the S, Peter Stubberfield's Bugatti was weaving rather but not sliding badly as he clocked 45.66 sec, J. B. Naylor on the Alta Bristol was fast but steadier than many in 47.89 sec. Then Basil Davenport and the Spider gave the customary thrill, driver fighting machine all the way, steering with one hand and juggling with gear and brake levers with the other, and needing every inch of road, time 47.06 sec.

Ken Wharton, in Peter Bell's E.R.A., made a magnificent start, having had the tyres washed free of mud as he approached the line, and rocketed up the hill, sliding inevitably, although he does

Wharton, impeccable as always, keeps his 500 c.c. Kieft under perfect control coming out of the S-bend at Shelsley.



not normally on a dry surface. His time of 41.82 sec proved to be f.t.d.

The 1,501 to 3,000 c.c. sports car class was largely a Frazer-Nash battle, Harry Sutcliffe's 49.03 sec standing until Ken Wharton reduced it to 48.75 sec. Cyril Wick's Allard was the only runner in the over-3,000 c.c. racing class and despite wheelspin clocked 47.29 sec. Then the sports cars over 3,000 c.c. had a go, George Abecassis on the Jaguar-engined H.W.M. putting up a neat 46.11 sec.

After a ten-minute interval Wharton brought the B.R.M. to the line again, and on the slightly less wet surface got a better start. But still the wheels spun ferociously whenever the throttle was

opened, and the time was 46.24 sec. The less powerful cars were able to improve their times appreciably, however, and in the racing 500 class C. A. N. May got down to 45.28 sec to win.

In the 501 to 1,100 c.c. racing class Rupert Instone on Djinns improved his time to 47.63 sec, Leston got down to 46.04 sec, Dick Henderson in another fine climb to 43.59 sec, and Wharton to 42.56 sec, giving Wharton second f.t.d. to his own f.t.d.

PROVISIONAL RESULTS

Racing cars up to 500 c.c.
1. Cooper J.A.P. (C. A. N. May), 45.28 sec.
2. Kieft-Norton (K. Wharton), 46.34 sec.
3. Tiger Kitten (C. W. Lonsdale), 47.16 sec.
Racing cars 501 to 1,100 c.c.
1. Cooper (a) (K. Wharton), 42.56 sec.

3. Cooper (C. G. Henderson), 43.59 sec.
3. Cooper J.A.P. (Hon. R. O. Greenall), 45.73 sec.
Sports cars 501 to 1,100 c.c.
1. Cooper M.G. (E. Flint), 50.74 sec.
Racing cars 1,101 to 1,500 c.c.
1. Cooper (M. A. H. Christie), 44.31 sec.
2. Cooper (A. E. Marsh), 44.73 sec.
3. Cooper (J. D. Sisson), 45.50 sec.
Sports cars 1,501 to 3,000 c.c.
1. Tojeiro (P. & Hughes), 46.52 sec.
2. Porteous (P. & Hughes), 50.07 sec.
Racing cars 1,501 to 3,000 c.c.
1. B.R.M. (a) (K. Wharton), 41.82 sec.
2. Buzatti (a) (P. J. Stubbings), 45.50 sec.
3. Buzatti (a) (I. Stewwright), 46.06 sec.
Sports cars 3,001 to 3,500 c.c.
1. Frazer-Nash (K. Wharton), 47.54 sec.
2. Frazer-Nash (H. Sutcliffe), 48.13 sec.
3. Buzatti (a) (J. Berry), 48.47 sec.
Racing cars over 3,000 c.c.
1. Allard (C. Wick), 47.29 sec.
Sports cars over 3,000 c.c.
1. H.W.M. (G. Abecassis), 46.01 sec.
2. Allard (C. Wick), 46.65 sec.
3. Allard (M. K. Darby), 47.30 sec.

TOUGH, TOUGHER, TOUGHEST

Johnny Claes (Lancia) Wins Liège - Rome - Liège Rally

LIÈGE-ROME-LIÈGE is a competition in a class by itself. Strenuous enough at the best of times, this year the event proved to be beyond anticipation and was more severe than even the organizers could have hoped for. It reached its end amidst the cheers of a crowd alive with enthusiasm; no one yet could quite believe that the competing crews and their cars had actually done it. Even two gallant feminine crews had achieved the seemingly impossible.

Imagine! Ninety-three cars left Spa, starting from 11 p.m. on Wednesday night, August 19, in batches of three, at three-minute intervals. They crossed the French Alps for the first time in the afternoon of Thursday and went on to Rome, which the first car reached at noon on Friday, having already covered 2,125 kilometres. From then on, there was the back stretch to Cortina d'Ampezzo to be reached about 2 a.m. on Saturday, then the Dolomites, and the Gavia pass to top it all. After that, a period of comparative quietness followed until 5 o'clock on Saturday afternoon, when the first cars started tackling another crossing of the Alps; this section was covered mostly in the dark, and, to end the fun, drivers had to cross the Black Forest in Germany before they came to rest in Spa at 4.30 p.m., the end of an exhausting 3,190-mile tour. This distance had been covered in a minimum of 3 days, 17 hours and 33 minutes. Nearly the whole course and all the passes had been taken at an average of 37.3 m.p.h.

The difficulty of an average is not in the average itself, since people partaking in this competition are well capable of maintaining it, given a sufficient distance. But in the Liège-Rome-Liège competitors are timed on all the passes from the bottom at one side to the bottom at the other. There are 63 controls, very close to each other in the difficult sections, so that in the mountains, whenever fatigue has set in, drivers can only press on as fast as they can in the hope of losing as few marks as possible. To give examples, the Allos section is timed on 36 kilometres in 36 minutes, while the famous Gavia is squeezed into the 42 kilometres that count. There is really no possibility of escaping penalties in such conditions, especially when the Gavia had to be tackled in lashing rain at the bottom and snow on top, which made the descent a nightmare.

Any delay at one control must be made

good at the next, if one wants to avoid accumulating penalties all the time. In view of all this it is essential for a crew to plan the event very carefully; experienced drivers are relatively slow when they are sure of being on time at the next control, and so save strength and stamina for the really tough sections.

A glance at the results sheet shows the fact that only 28 cars finished, and that the winners were penalized by 16m 47s, and the last by 4h 40m 36s. All the leaders were cars of the highest quality, driven by crews endowed with the virtues required for long-distance rally work: endurance, organization and driving skill. To this must be added that little touch of luck without which no such competition can be won. But only a few had luck, and victory went to the team made up by the racing driver John Claes and his partner Trasenster, in a Lancia; Trasenster had already won a Liège-Rome-Liège, while Claes was first with Ickx in 1951. At the end of this event John Claes deplored the fact that the premier award had escaped the Italian crew Christillin and Florio, who were leading him by 58 seconds less penalty when they lost a fuel cap and quite a lot of invaluable time with it. It is quite true that the Italians met with the worst of luck and would have been deserving winners, but Claes himself did a magnificent feat, driving superbly throughout and holding the wheel alone for the last 2,700 kilometres, more than half the distance, because Trasenster was desperately sick and receiving medicine at every control, to keep him from having



An extremely popular winner, Claes is persuaded to speak to the Belgian crowds through the microphone.

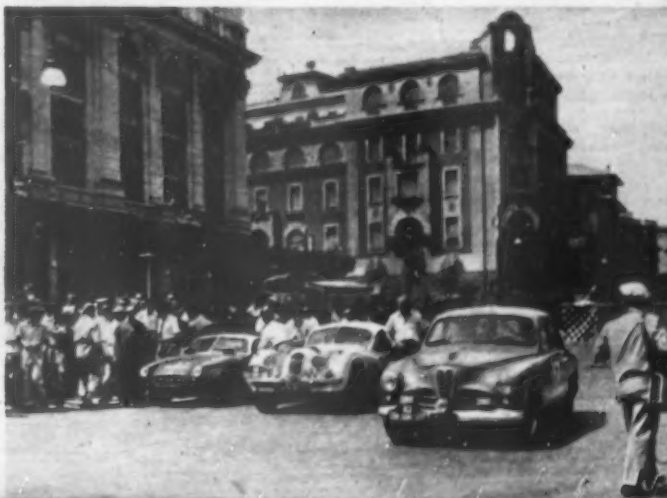
to be taken to hospital. It was a brilliant and brave performance. Recently Claes has had his share of bad luck, and his victory pleased countless Belgian supporters who sat by their radios throughout the event, hoping that he would last and win.

The other crews had been confirming their ability to achieve outstanding results, since runners-up Fraikin and Gendebien (Jaguar), and Herzet and Bianchi (Ferrari) have done well in the Alpine Rally; and Gendebien, who had shown himself a fine match for Herzet in the unlimited sports stock car race at Spa, made the best time on the Stelvio and Gavia passes. Finishing in eighth place, the only British crew, Slater and Bolton in a Jaguar coupé, put up a very creditable performance. The absence of any other British team was a sad feature of the event.

PROVISIONAL RESULTS

1. Lancia 2.451 (Claes and Trasenster), 1-cm 97s penalty; 2. Jaguar 3.442 (Fraikin and Gendebien), 20m 50s; 3. Ferrari 1.500 (Herzet and Bianchi), 27m 51s; 4. Lancia 2.451 (Christillin and Florio), 30m 40s; 5. Lancia 2.451 (Galle and Marzetta), 35m 00s; 6. Lancia 2.451 (Chazemelli and Turbiglio), 43m 40s; 7. Lancia 1.500 (Baroni and Colombo), 57m 30s; 8. Jaguar 3.442 (Slater and Bolton), 1h 17m 41s; 9. Citroën 2.000 (Bisogni and Curie), 1h 22m 51s; 10. Panhard 800 (Palero and Gatti), 1h 23m 50s.

Lined up at the Rome control are, left to right, the Panhard of Fichon and Robery, the Jaguar XK120 coupé of Slater and Bolton—the only British entry—and Bellini and Moccia's Alfa Romeo.





A police officer using radar speedmeter equipment that provides a permanent record of speeds on a barograph-type chart.

SAFETY ON THE NEW JERSEY TURNPIKE, THE MOST MODERN HIGHWAY IN THE WORLD

Much confusion exists over the value of modern roads as regards safety, and the American turnpikes are frequently quoted as outstanding examples of (a) safe roads, and (b) unsafe roads. Even in America itself a similar confusion exists. Under the heading "Dimes for Disaster," "Esquire" recently published an article aptly summarized by its sub-title, "The mayhem of our superhighways calls for a new slogan: Pay Death Toll Here." In more sober terms, accidents per 100,000,000 vehicle-miles on the New Jersey Turnpike were 60.1 in the first half of this year; on all the roads of New Jersey the corresponding figure was 381.

The trouble is, of course, that accidents on high-speed roads, when they do happen, are usually very serious. But that is another, and quite separate, problem.

This article shows how America organizes for safety on the New Jersey Turnpike, and both road and organization might be contrasted

HOW AMERICA DOES IT

with the attitude in Britain that is content with the congested by-pass and the poster alongside announcing that the local town "welcomes careful drivers."

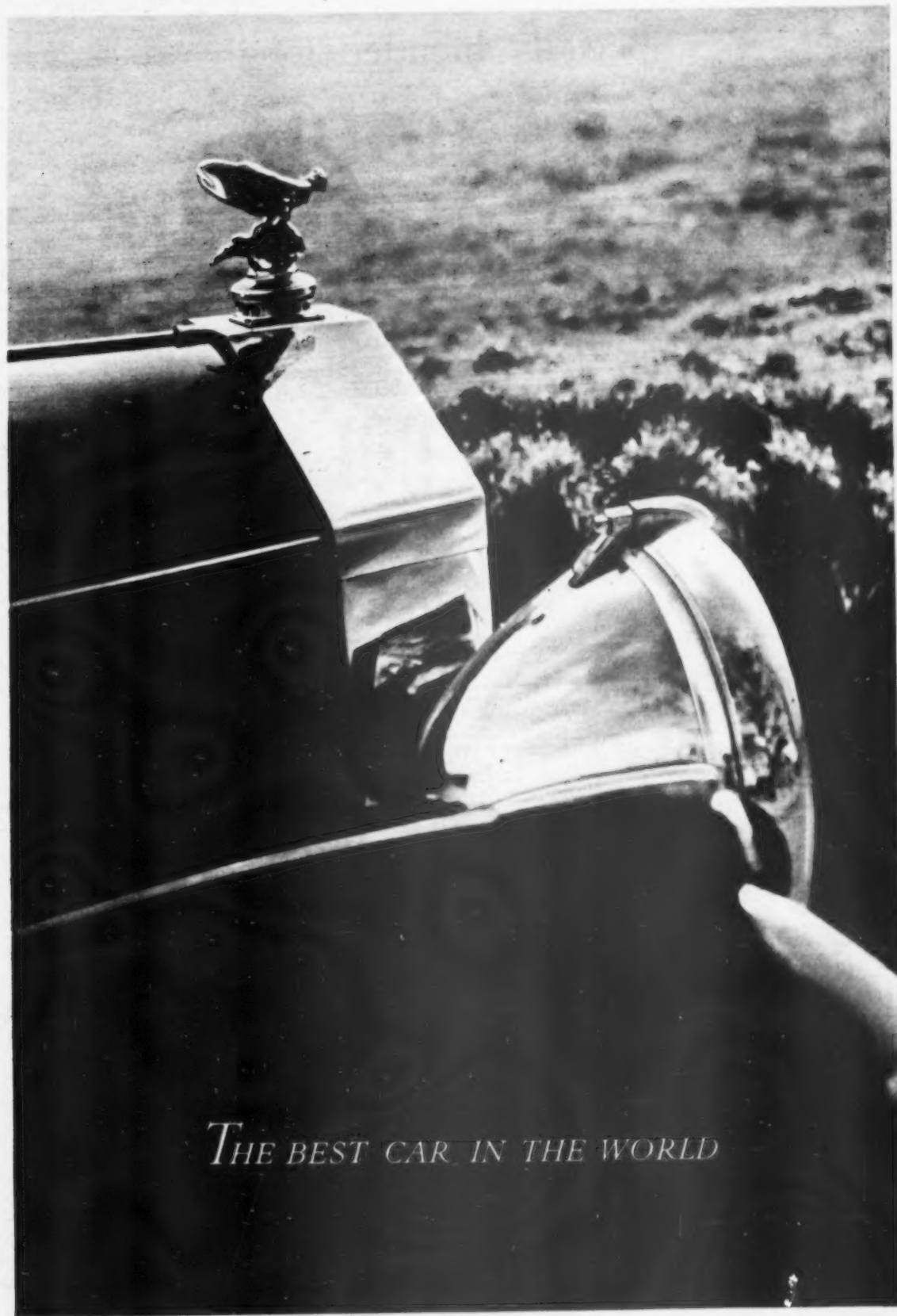


Fog ahead, and a 35 m.p.h. speed limit in force. Note the safety "bounce-off" fence on the outside of the curve. The modern signboard is illuminated by a station controller according to prevailing conditions on the road section following.

THE New Jersey Turnpike, in the U.S.A., the world's most modern highway, is policed by a special detachment of the New Jersey State Police, whose training at the State Academy fits them for all kinds of police and first-aid work. All expenses of this police operation and training are borne by the New Jersey Turnpike Authority, not one penny of the taxpayers' money being used. The detachment comprises 65 men, and their operation will cost the authority more than half a million dollars in 1953. A minimum of twelve police is on duty 24 hours daily, an average of one for each 10 miles.

The police detachment, together with other measures instituted by the authority, has been responsible for a marked safety improvement. From a relatively few summonses issued in earlier months of operation, the number has risen substantially with increased traffic. During this year's first six months a total of 7,822 summonses was issued, compared with only 529 in the corresponding period of 1952; 6,347 were for speeding in excess of the 60 m.p.h. limit; 347 were issued to drivers who failed to keep to the right (except when overtaking); 286 were for careless driving. The remainder included U-turn violations; unlicensed drivers; drivers without credentials in

THE AUTOCAR, SEPTEMBER 4, 1953



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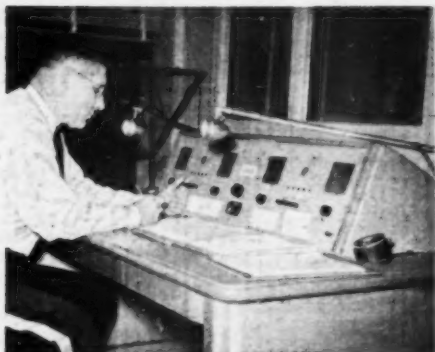


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CLEVELAND GUARANTEED
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In the administration building is a short-wave radio by which Turnpike patrols are controlled.

HOW AMERICA DOES IT

. . . . continued

their possession; improper parking; allowing unlicensed drivers to drive; unregistered vehicles; improper lights and improper overtaking.

To facilitate control the authority decided to supplement the usual blue and white police cars with inconspicuous high-powered black cars for apprehending deliberate violators who slow down only while the usual patrol car is in sight. Today there is one black car for each two blue and white cars. All vehicles are capable of speeds in excess of 100 m.p.h. and they have assisted the police materially in law enforcement.

Accidents Halved

Because of these and other steps taken by the authority there has been a further improvement in the safety record of the Turnpike. During this year's initial six months, accidents were equal to 60.1 for each 100 million miles of vehicular traffic (the standard base used by the Federal and State Governments and by the U.S. National Safety Council for making comparisons with

all highways on a uniform basis). That rate of 60.1 compared with 90.9 in the similar half of 1952, and showed a reduction of 50 per cent. While the State of New Jersey does not publish interim figures on its free highways, the accident rate on the highway parallel to the Turnpike was 484 per 100 million vehicle-miles in 1952; for all the highways in New Jersey the rate was 381, or more than six times Turnpike rate; and on the U.S. highways as a whole the accident rate is about 1,900 per 100 million vehicle-miles.

Fatalities on the Turnpike were

public highways, on the other hand, new records were reported over several of those holiday periods.

Traffic volume and revenues on the Turnpike this year are running well ahead of 1952 and, of course, far in excess of the estimates of the engineers made in 1949 for the purpose of financing a highway. In the first six months of 1953, the traffic mounted to 9,677,600 vehicles, an increase of 24.9 per cent. compared with the same period in 1952. The average daily traffic in this year's first six months was 53,400 vehicles, but since July 1 it has



Using a radar speedometer to check car speed. The reflected wave has a lower frequency (the Doppler Effect) which can be translated into m.p.h.

equal to 4.1 per 100 million vehicle-miles in the first six months of 1953 (to date the rate is about 3.8), compared with 4.4 on all New Jersey's public highways in 1952, and 7.3 on all U.S. highways. Significantly, there was not a single fatal accident on the Turnpike over the New Year, Lincoln's and Washington's birthdays, Decoration and Independence Day holidays, when traffic is heavier than at other times. On

averaged 77,000 vehicles a day. The engineers' estimate for 1953 was only 23,900 vehicles daily.

Actually, this year's traffic will be equal to that forecast by the engineers for 1971, or 18 years from now. Revenues from tolls and concessions (service stations and restaurants), are likewise about three times the estimates of the engineers, and are those estimated for 1968. MICHAEL LORANT

Patrol car and Q-car—a Ford Customline in blue and white and a Chrysler New Yorker in anonymous black.





The pits were a scene of animation with cars incessantly calling and leaving: an H.R.G. (C. L. Auty and H. Herion) slows in the rain for the driver to read a team signal.

M E R R Y - G O - R O U N D

HUGE TURNOUT FOR 750 CLUB'S SIX-HOUR SILVERSTONE RELAY RACE

THERE were 41 teams in the National Handicap Relay Race, run on the Club circuit at Silverstone on August 29 by the Seven-Fifty M.C. The event started in pouring rain, which persisted for some time. The whole track was very wet, Tower corner (a new one on the Club circuit) being notable for a small lake on the inside of the bend.

With so many cars running, drenched spectators could agree with *The Autocar's* forecast that there would be never a dull moment; there wasn't. Indeed, at Tower, thirteen cars spun off coming out of the bend within little more than a quarter of an hour, and the start itself was lively. It was on Le Mans lines, with the cars lined up along the pits and the drivers on the opposite side of the track, in theory at least—actually they were all sheltering at the pits when the flag fell, and did a double sprint across and back! Off went the whole mob, and in the mêlée one of the Buckler team spun on to the grass, while the others went off for six hours of hard racing in keen rivalry, long strings of cars tearing into the corners in showers of spray.

The pits were a scene of remarkable animation. There were five cars in each team and the teams had an official scarf which was handed on from driver to driver. When a car was brought in for repair or replenishment, or when a car went out on the track to take over from one that had spun off or broken down, the sodden scarf was handed over onward. Race control broadcast a stream of notices from various points on the course, warning managers that they had used up a car and should bring on another. From 5 p.m. (the event had started at 1 p.m.) there was more than one team which had only one car left operational, such as Terence Edmeston's *Ecurie Extra*, whose Austin-Healey (C. M. Kemp, driving very consistently) carried the scarf alone. To prevent one fast car running the whole time, with all the others merely in reserve, there was a regulation that no car could run for a total of more than 30 laps. Each team, according to potentialities, had been awarded a handicap of a certain number of credit laps, and there was a race within the race for "formula" Austin Sevens, of which no fewer than eight full teams had taken the field. They

showed up well, carrying on consistently and putting up good lap times, while they appeared more able to stay on the track than some of the larger and faster cars.

The most involved calculation was required to find out quite who was leading, but in the early stages the Aero and Auto College team entered by R. N. Eason-Gibson appeared to have covered most laps with a mixed bag of three M.G.s backed up by a Healey, Silverstone and a Dellow. But it was a day when both wet and congestion were against the big cars; the largest, a 5,420



An Austin Seven, sliding in the paddling pool on the inside of Tower corner drenches a following Healey. Right: The Zephyr and the Land-Rover whose duel was a feature of the event.



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MERRY-GO-ROUND continued

c.c.-engined Cadillac-Allard from the J2 team entered by Arthur Rusling for the Sporting Owner Drivers' Club (drivers, P. Wooley and B. Wyatt), bored on in the most determined way, with that thrashing paddle-steamer beat characteristic of Allard exhausts, and kicking up as much water as if it had been a paddle steamer. Even wetter was the blown 1½-litre Zagato Alfa Romeo of I. T. Easdale, which paid an early visit to the miniature canal on the outside of Woodcote and had to be unlaunched by a crowd of waterfront characters.

Land-Rover!

The finest of the duels which took place among pairs of rivals was a racing curiosity, the long-drawn-out scrap between a Ford Zephyr saloon (A. J. Range, Cemian M.C.) and A. H. Baker's Land-Rover, the pride of the Surrey Sporting Motley team, which was completed with an F-type M.G. Magna, a Riley Nine, a Surbaise Amilcar, a Vernon Crossley and a Ford Anglia. At every corner the Zephyr came in at about the same speed as anything in the race, heeled over until it had used up the suspension, and swept round. It had ordinary Firestone tyres, no wind-screen, the driver in the cavernous empty space being protected by a minute bug deflector, an aero screen and a vizor; he had a 1 cwt bag of cement in the luggage locker to balance the car in the absence of passengers and luggage, a rare example of race preparation! The Land-Rover seemed to be its normal self. High, very stiff-sprung, with the driver on it rather than in it, it looked like something from

a pre-1914 G.P. This curiosity, and its Zephyr playmate, were lapping the wet, curvaceous club circuit at 55 m.p.h. Equally stiff were the vintage Bentleys, and it was noticeable that whenever R. H. Jones' 4½-litre skidded it did a short, sharp slide and checked abruptly, where others were spinning.

The Best Gyration award possibly goes (though there must be many other claimants) to the Austin Seven of J. Macklin, who did seven complete turns at Tower, proceeding unabashed and going very fast indeed when he next came round. There were all these gyrations, but it seemed to be agreed among drivers that though competition was keen, on such a day one did not enter such a corner as Tower six abreast in the manner of the 500 c.c. Club's events. The marshal's yellow flag was practically nailed to the mast at the approaches to Tower, and quite early in the race so many oil drums marking the corner were no longer serviceable that an official car brought up a load of fresh ones. Club hairpin was not so marked by incident. The wide straight leading into it is a dual carriageway, with cars accelerating out of it on the other side of the runway, a wide no-man's-land being marked off by barrels. Here could be seen Peter Blond's XK120, with a broken throttle spring, a radiator which had boiled and shed gallons of hot water on the already wet electric, and a bashed side (at about oil drum height); otherwise all O.K. Both pits and paddock saw some ingenious repairs, and there were frequent loudspeaker appeals for some spare or other. Flooded ignition systems were a common trouble, and also wings coming

adrift, after a brush with a barrel, and fouling tyres. Separation of tyre and wing of a Jaguar was undertaken by one of *Ecurie Cei i-vingt* drivers in the exit from Woodcote—an exposed spot for garage work.

At the later stages of the race, there were periods when some team numbers were entirely missing from the track, and cars towing in other cars were commonplace. All the teams were running at the finish at 7 p.m., however. The King M.G.s were fast, and more consistent than some more mixed teams, though the remarkable Surrey Sporting Motley were on terms with them, and with the M.G. C.C.'s team. That was the order of running two hours before the end of the race, and they finished thus. It is impossible to mention all the interesting individual cars which had turned out in the enormous entry list of over 200, but it was notable that the vintage and the family cars seemed quite as quick, and somewhat safer, on the saturated corners than modern high-powered sports cars and the most rapid "specials." The two latter categories had a lot of spinning from the application of the injudicious foot. But the DB2 Aston Martins drifted, when they slid, very prettily.

RESULTS

Handicap Relay Race: 1. King M.G. team: three TD models (M. D. King, W. B. Thomas and G. Shove), two TCs (J. Shove and E. F. A. Woodward), H.R.G. 1.074 c.c. (J. H. King); 2. Surrey Sporting Motley team: Vernon-Crossley 1.096 c.c. (V. Freedman), M.G. F-type Magna (J. Epstein), Riley 1.067 c.c. (A. J. D. Sim), Land-Rover 1.997 c.c. (A. H. Baker), Amilcar Surbaise 1.074 c.c. (M. Laine), Ford 955 c.c. (J. H. Carter), reserve car Wolseley 1.018 c.c. (R. O. Gaylor); 3. M.G. Car Club team: M.G. TDs (A. B. Lusty, W. P. U. Constable, R. W. Jacobs, G. T. Greenhalgh); 750 Club Relay Award: R.W. Centre "A" team (P. Butterworth, C. F. Lawton, M. L. Finlow, H. Hill, R. Salthouse, D. Rees).

P R E S C O T T P A R A D E

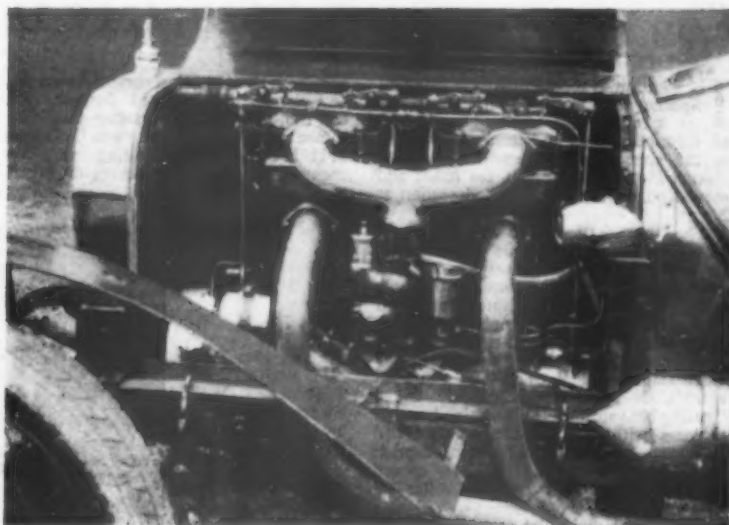
PICTURESQUE

EDWARDIANS

ON SHOW : BUGATTI MAKES F.T.D.

ON Sunday, the pleasant smells of castor oil scented exhausts and burning rubber drifted once again through Prescott's green woods as Vintage Sports Car Club members provided a fair sized crowd with a most impressive afternoon's entertainment. Thunderous vintage machinery rumbled its slow-revving way up the hill—famous cars that have served enthusiastic owners through many years, including Dr. G. A. Ewen's monstrous red 12-litre Itala and a dozen beautifully maintained and elegant Edwardians. To show that they were not to be beaten on their home ground, Bugattis driven by P. J. Stubberfield and J. M. Perkins made fastest and second fastest times, Stubberfield's time of 46.42 being the best to date for any vintage car at Prescott.

The programme started at 1 p.m. with an astonishingly nimble climb in 65.68 sec by W. L. T. Winder's little 1924 8 h.p. Humber, which put several much more potent cars to shame. W. S. Perkins' 1½-litre H.R.G. was very neat and fast and P. W. McNaughton's 1926 twin o.h.c.



As its age increases the 1908 Itala's times up Prescott get faster—"Sam" Clutton's climb in 55.8 sec was the fastest yet recorded by this car. The 12-litre four-cylinder engine has a bore and stroke of 155 by 160 mm and produces 115 b.h.p. at 1,700 r.p.m. Overhead inlet and side exhaust valves are used and low tension magneto ignition. It is interesting to compare this car's output of 9.6 b.h.p. per litre with that of a modern four-cylinder formula 2 car at approximately 100 b.h.p. per litre.

PRESCOTT PARADE continued

Lord Charnwood's 2,996 c.c. 1911 Delage, flying its exhaust pipe aloft like a paying-off pennant, thunders its way up Prescott in 72 seconds.



3-litre Sunbeam was beautiful in its modern coachwork. V. Axel-Berg's 1928 1,750 c.c. Alfa Romeo approached Orchard Corner a little too fast and, with all four wheels locked and front wheels hard over, it stopped just short of the bank. For the first runs the surface at this point was damp and slippery, though it dried later on. G. H. G. Burton's departure from the start was very impressive, the huge rear tyres of his 4½-litre Bentley spinning and smoking. Great interest was taken in P. B. Merritt's H.S.M., which was, in fact, one of the few 1,900 c.c. supercharged Triumph Dolomites made in 1934.

The Edwardian class brought, in the majority of cases, an impression of dignity and silence. This was particularly so with D. John's 1914 model T Ford which swished up surprisingly quietly and fast. A notable exception, however, was the Itala, which produced such percussion from its huge exhaust that the air itself seemed to be vibrating. The big car was beautifully driven by Dr. Ewen and it showed just how little Prescott's gradient meant to its 12 litres. Mrs. Feddere Fisher drove her large green 4,960 c.c. Lancia—a decidedly ugly car—with great skill, dressed in a red print frock which added Edwardian charm.

In the following class, B. T. Owen's 1924 Salome, powered by a 1,000 c.c. flat-twin air-cooled A.B.C. engine, had given the scrutineers a problem over the question of what constituted a flame-proof bulkhead. The bulkhead was, in fact, situated in the correct place but measured only about 12in by 8in. The car carried no body and the driver sat among the trellis-work of the rear part of the frame, the engine being located right out in front. It was, however, decided that the arrangement conformed with the regulations.

J. M. Perkins' climb in the supercharged 2-litre Bugatti was inspired and the wheelspin between Orchard corner and Pardon hairpin produced clouds of smoke and a long black line. During his second run he produced an exactly similar line running practically on top of the first one. Stubberfield's climbs were, as usual, a joy to watch. Controlling the considerable power available at the twin rear wheels so that there was very little spin indeed, he twice climbed faster than anyone else.

A little before 6 p.m. the meeting came to an end. Apart from two slight delays caused by cars shooting "Allard Gap," on the semi-circle—without injury to the drivers in either case—the programme ran without a hitch, for which great credit is due to the V.S.C.C.

RESULTS

Sports Cars: Up to 1,100 c.c.: 1929 Riley (W. P. Morris), 56.5s. 1,100-1,500 c.c.: 1934 Fraser-Nash (Dr. D. P. Harris), 54.5ss. 1930 Les Francis (H. Spruce), 55.92s. 1,501-2,000 c.c.: 1937 H.R.O. (W. B. Perkins), 52.34s. 2,001-3,000 c.c.: 1929 Lancia (J. O. Vennor), 56.9s. 1932 Alvis (L. B. Richards), 57.55s. **Over 3,000 c.c.:** 1930 Bentley (H. R. Adcock), 55.45s. 1927 Bentley (G. H. G. Burton), 54.25s. **Supercharged Sports Cars:** 1928 Bugatti (A. K. Haworth), 52.11s. 1929 Alfa Romeo (P. H. Morris), 54.50s. **Edwardian Cars:** 1914 Sunbeam (J. G. Sears), 55.93s. 1908 Itala (Dr. G. A. Ewen), 57.27s. **Racing Cars: Up to 1,100 c.c.:** 1934 Rapier Special s (D. Richmond), 50.65s. 1924-5 Salome (B. T. Owens), 54.19s. 1,101-1,500 c.c.: 1929 Morris Special s (P. B. Williams), 55.5s. 1927 Bugatti (J. H. Pratt), 55.36s. 1,501-2,000 c.c.: 1927 Bugatti s (J. M. Perkins), 49.34s. 2,001-3,000 c.c.: 1926 Bugatti s (P. J. Stubberfield), 46.42s. **Over 3,000 c.c.:** 1908 Itala (C. Clutton), 55.8s. **Fastest Time of the Day:** 1926 Bugatti s (P. J. Stubberfield), 46.42s.

COTSWOLD CAVALCADE

IN addition to their Prescott meeting on Sunday the Vintage Sports Car Club ran a rally in the Cheltenham district for Edwardian cars, on Saturday. Thirteen of the sixteen entries assembled at the Plough Hotel, Cheltenham, for lunch and moved off on the 31-mile road section at 2 p.m.

The first section consisted of about 27 miles of secondary roads which had to be covered at a previously announced average speed. A maximum of 20 m.p.h. was allowed and competitors chose their own average. Two watersplashes and an observed hill were included. The only hill failure was J. Brand's 1909 sleeve-valve Daimler which came to rest in what a childish spectator delightedly called "pretty blue steam." This section brought the cars (with one exception, a 1911 Swift) to Winchcombe, where a fuel consumption check was made. After this they moved off to Prescott—a further four miles—to do further tests.

These consisted of an easy starting test, a brake test and an ingenious exercise in width judging. Cars were driven to a line about ten yards from which were two posts. Drivers indicated to marshals the distance apart which they considered would just allow the passage of the car. G. D. Firkins' estimation of the width of

his 1914 Darracq was correct to an inch and the car just scraped through. This car, too, won the easy starting test.

One unfortunate casualty was D. Denne's 1911 Fafnir, which, resulting from over-enthusiastic use of the brakes during the braking test, buckled the torque arm and

allowed the rear axle to twist, cracking the cast iron casing of the rear universal joint. After great efforts to improvise repairs, the car was towed away by an ambulance.

RESULTS

1914 Darracq (G. D. Firkins), 39 marks; 1905 Rolls-Royce (B. E. Sears), 32 marks; 1915 Belsize (R. Blamey), 31 marks.

Forging ahead like an old tramp steamer, Mrs. Feddere Fisher's 1913 Lancia throws up a bow-wave as it fords one of the watersplashes included in the 31-mile road section.





Cows cool their feet in the River Wye as it flows through Miller's Dale, in Derbyshire. The village is beautifully situated in wooded cliff scenery which is the property of the National Trust.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

FUEL OIL

Permutations and Combinations

[65124].—Your editorial "Diesel Economics" (*The Autocar*, August 21) betrays an apparent unawareness of the present fiscal position regarding the use of heavy oils as fuel for diesel-engined road vehicles (commercially known as derv fuel). The Chancellor of the Exchequer knows all about diesel engines!

As early as August, 1935, when the greatly reduced overall running costs of the commercial diesel vehicle, compared with those of the equivalent petrol-driven type, had already made themselves felt in transport circles to the detriment of operators of the latter type, the Chancellor increased the duty on heavy oils used in road vehicles from 1d to 8d per gallon, to bring such oils into step with petrol.

The duty went up to 9d in 1938, to 1s 6d in 1950, to 1s 10½d in 1951, and to the present iniquitous 2s 6d in 1952, derv keeping pace with petrol all the time. In the meantime, all other heavy oils (lubricating oils, gas oils, vaporizing oils, fuel oils, diesel oils, paraffins, kerosene, and so on) *not* used as fuel for "motive purposes on the roads," bore 1d per gallon duty, if of the imported variety. In April, 1947, all these oils, except lubricating oils (that is all fuel oils), were freed from duty altogether; the 1d per gallon duty was retained on lubricating oils.

It will be realized that, unless the diesel engine has a much lower intrinsic consumption, its economic advantage over the petrol engine *when used in a road vehicle* need not be sought after to any great extent in the field of retail oil prices!

Furthermore, apart from the difficulty of obtaining supplies of

derv, owing to the comparative rarity of pumps supplying this fuel throughout the country (which entails carrying large fuel stocks on the vehicle), the owner of a diesel-engined car is compelled to keep up-to-date fuel stock and vehicle mileage records in the same manner as the operator of a commercial diesel vehicle; such records are subject to official inspection half-yearly.

This is because by far the greater proportion of heavy oils is used duty free (for agriculture, stationary engines, in industry, for domestic heating and cooking, lighting, and so on), and it is easier to control the dutiable use of such oils than it is to attempt to control the multifarious duty-free usages. It is worth mentioning in this connection that such oils as t.v.o., gas oil, and so on, cannot be bought commercially in the duty-paid state at present.

Thus, a farmer, for example, who departs from normal agricultural work with his tractor—normally licensed for £2—and licences it at the £25 rate for general road haulage, continues to use duty-free paraffin, but has to repay to the Government at the rate of 2s 6d per gallon for every drop of oil used in the tractor as fuel for both agricultural and general haulage purposes.

If, therefore, the gas turbine, using kerosene, should, as is likely, become a commonplace on the roads, without fiscal arrangements being altered to cope with such a situation, every user of a turbine vehicle would have to buy duty-free kerosene, keep stock records and mileage figures, and repay 2s 6d per gallon for all the fuel used in the vehicle. This repayment would have to be made quarterly *in advance*, on an estimate of the amount of fuel to be used in the ensuing quarter of the year!

You may, rightly, consider this a most peculiar and burdensome arrangement, but it must be borne in mind that whilst petrol bearing no tax is not obtainable, heavy fuel oils *are*. So long as this position obtains, it will be the man using the oils bearing the full tax who is going to be burdened with the task of maintaining comprehensive records, so that the authorities can ensure that he is not using duty-free oils.

The only alternative is to place heavy oils on the same basis as light oils, that is, subject universally to full duty. I can safely leave to your imagination the effect of this on the nation as a whole. Can you imagine the price of food if farmers had to pay 2s 6d extra on every gallon of paraffin they used?—or the cost of electric power produced in the remoter areas by diesel-electric

CORRESPONDENCE

continued

generators?—or the cost to any industry which happens to run on diesel power?

On the other hand, of course, it is pertinent to ask why the road user should be called upon to pay 2s 6d extra for his fuel, when the fruits of such taxation are ploughed into the general exchequer, and not returned to improve our road system. Think how transport costs all round would shrink if fuel were reduced by 2s 6d per gallon!

Here, more than anywhere, is there room for another crusade by *The Autocar*!

Edinburgh.

[Our remarks were intended to apply to heavy oils as a whole, and we were thankfully unaware of the fiscal ramifications involved in filling a tractor tank with paraffin and going up the road. However, what has happened to derelict emphasizes the point that, once taxation of fuel *per se* is permitted, the search for economical alternatives becomes a wild goose chase.—Ed.]

EXCISE OFFICER.

BORGWARD DIESEL

An Optimistic Maximum?

[65125].—In connection with the Borgward, described in *The Autocar*, August 21, the maximum speed of "80 plus" does not appear to be related to the other details given in the specification. Maximum b.h.p. is 42 at 3,400 r.p.m., a figure quite typical of diesel engines of this size. Top gear ratio is 4.28 to 1; tyre size is not stated but, assuming the rolling diameter to be about the usual 26 to 28in, the maximum road speed will be approximately 65 m.p.h. To achieve 80 m.p.h. either the tyre diameter would need to be 34in or the top gear would have to be about 3.2 to 1.

Manchester.

D. H. SMITH.

REVERSING

Useful Light Arrangement

[65126].—Readers intending to fit reversing lights to their cars may be interested in an economical and tidy idea which I have found satisfactory.

I have fitted a facia switch, connected in parallel with the stop-light switch, so that the stop-lights may be operated without applying the brakes. This gives 48 watts of red light, which is adequate for all normal purposes, and avoids the illegality of a white light shining astern. The illumination obtained is, in fact, better than that from an ugly and expensive appendage such as was attached to the rear of my last car, and the work entailed cost only the price of one switch and four feet of double cable.

While on the subject of lights, one advantage of double dippers has not been mentioned as far as I can recall. This is the fact that, even when dipped, they do indicate the width of the cars without right-side side lamps, and these cars appear to be becoming more and more fashionable every night!

Daventry, Northamptonshire.

JEFFREY E. PHILLIPS.

DRIVING TESTS

No Bedside Manner With This Examiner

[65127].—Having just taken—and passed—my own driving test within the past month, I read Catherine Stokes' experiences in "A Fair Test" (*The Autocar*, August 14) with avid interest. If, however, her words were intended to reassure prospective drivers yet to face their test ordeal, I feel they should be appraised of one or two points they may come up against, as I did, which are vastly different from those described.

I imagine the general standard of driving skill required to get through cannot vary much from place to place, but the impression I got from Catherine Stokes' article was that far less seemed to have been expected of her than was expected of me. I, for instance, instead of having to reverse into a side turning on the left, had to reverse into an opening on the left, scarcely more than two feet wider than the car, a pre-war Vauxhall Fourteen, and not the most easily manoeuvrable machine by any means.

Other examples could be given, but I will pass on to what struck me most forcibly as a major difference between her test and mine, and that was the manner of the examiner. My waiting room experience was similar to that of Catherine Stokes, but when called in to the examiner, after the curt inquiry about licence and insurance, I received a barked order "Go downstairs and wait for me on the steps," for all the world as if I were a naughty schoolgirl. He got in the car in silence and never a word did he say about giving his instructions in good time and so on; his only words, snapped out as soon as I got in my seat, were "Move off"—hardly calculated to inspire confidence!

That unfriendly manner continued throughout the test. His

orders were not given in plenty of time; in time, yes, but there would have been no time at all to forget a sequence and get away with it. Indeed, the mere thought of getting away with anything with such a martinet could not be entertained and to dream of asking him for another try at reversing would have been unthinkable.

One does not expect a "bedside manner" exactly, and I had been warned that the only things the examiner would say during the test would be what he required me to do, but the odd "please" and "thank you" would not have come amiss. The questions on the Highway Code were fair enough, although couched in such a manner that it was not at all clear, at first, what he really was asking.

I was, I admit, nervous and, like Catherine Stokes, was consequently unable to drive as well as I normally do, but I cannot recall making any silly mistakes; indeed, when the test mercifully ended, the only faults the examiner mentioned were that I held the steering wheel too low (having been taught twenty-to-four, instead of ten-to-two, which he favoured) and that I disengaged the clutch too soon when coming to a stop. However, all was well that ended well, for after a contemptuous "You're a bit of a problem, you are," he wrote out the coveted pink slip.

Coventry.

J. C.

"BLIND EYE"

Possible Explanation

[65128].—I must take leave to differ with The Scribe over the meaning of the policeman's remark, "Need not have bothered there . . ." in "Disconnected Jottings" (*The Autocar*, August 21).

He definitely meant that, because there was no following traffic, the pedestrians would have had right of way with a clear field after he had passed.

G. W. HENNING.

Carshalton Beeches, Surrey.

GOODWOOD

A Few Minor Grievances

[65129].—As a spectator at the Goodwood nine-hour race—and one who thoroughly enjoyed it—I wonder if I might air a few minor grievances regarding the organization?

I used the 7s 6d enclosures in which the standard of catering was both poor in quality and slow in execution. At 4d a cup one expects the tea to be too hot to drink, and served in a cup that has been washed. I know the catering is done by an outside contractor, but if we don't object we shall get the same again.

The cars were supposed to carry illuminated numbers. Regulations are regulations, so why not have them inspected from the enclosures after dark the previous evening to make sure they are all illuminated all over? If some cars can manage it, the rest can.

It was a treat to drive back to Brighton with no commercial traffic to contend with on winding roads, and with all the traffic going the same way in a steady hurry.

W. H. EDWARDS.

Shoreham, Sussex.

AXIAL ENGINES

The Drawbacks of an Earlier Type

[65130].—Your article, "The Ultimate Axial," on the American Herrman axial engine (*The Autocar*, August 14) interested me; some years ago I had dealings with the Bristol axial engine to which you also refer.

The disadvantages of this type of engine may, I think, be summarized under three headings: congested poppet valve gear, general mechanical difficulties, and inaccessibility. To these may be added the virtual necessity of completely removing the engine from the airframe or vehicle for purposes of even minor attention.

In the Bristol engine, Mr. C. R. Redrup, the designer, overcame the congested poppet valve difficulty by introducing instead a large diameter rotary valve with inlet and exhaust ports cast in, which covered the ends of the nine cylinders like a plate and rotated at, I believe, one eighteenth of main-shaft speed. Unfortunately this valve distorted and wore very rapidly and, despite many valiant attempts to seal the gaps thus caused, the compression leaked away on all cylinders with, of course, fatal results. The engine was shelved as much for this reason as for lack of funds.

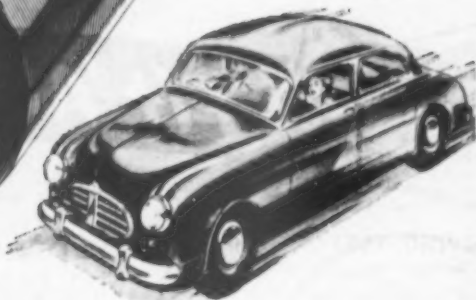
A cursory examination of the drawing you published of the Herrman engine indicates that the designers have not taken

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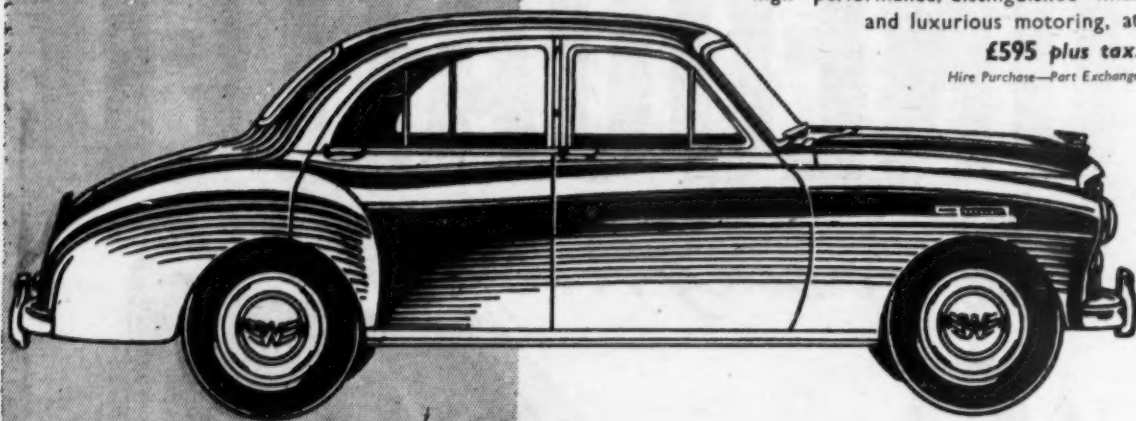
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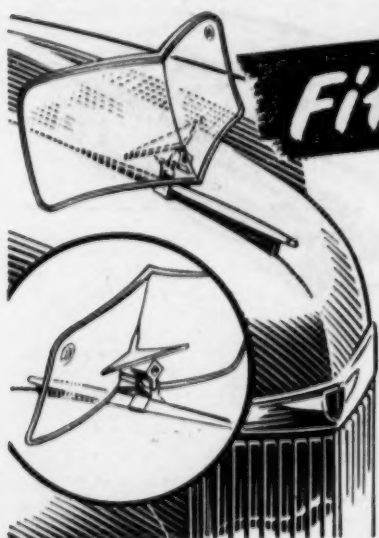
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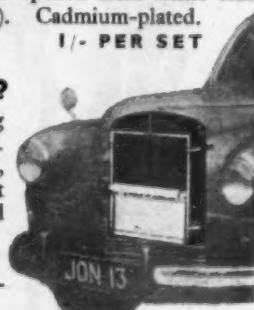
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CORRESPONDENCE

continued

as much advantage as they might of the experimental data available from earlier types.

For example, the rolling connection between the trunk pistons and the cam track appears rudimentary and not conducive to long life. According to my measurements it is necessary, owing to blanking by the cylinder wall, to fit the poppet valve guides after the valves have been assembled—a very awkward procedure! Small but important points like these have a nasty habit of bouncing back on the designer who refuses to take account of them when to do so would rob him of other advantages of his design.

The claims for weight-saving do not appear to be substantiated by the figure of 1.56lb per horse power for an aero engine. Many existing aero piston engines of normal type are level with, or better than, this figure. Add to this the weight of a supercharger and a radiator and coolant, and the engine would appear to start off at a disadvantage.

Henleaze, Bristol.

W. M. HAROLD.

TWO OF A KIND

The Reason for Successful Styling

[65131].—Referring to the illustrations which appeared at the bottom of page 188 in the August 7 issue of your excellent publication, we beg to draw your attention to the fact that the "Ferrari-style bodies," as you call them, are based on our well-known Touring Superleggera "Barchetta" design, used not only by Ferrari, but also by other leading manufacturers.

Milan, Italy.

AVV. G. PONZONI.
Carrozzeria Touring.

REGISTERS

Owners of Sports Rovers . . .

[65132].—May I ask you kindly to publish an invitation to owners of sports-type Rovers—especially 1934-36 sports tourers—to join in establishing a Rover Sports Register. The initial proposal is to provide a channel of information and advice, exchange of experiences and of mutual aid in keeping these cars in service.

With best thanks for your assistance. T. L. J. BENTLEY.
Pinner, Middlesex.

. . . and of Railtons, Forward

[65133].—I am thinking of starting a Railton owners' club, and should be glad to hear from other owners who would be interested.

Birmingham, 4.
[Letters will be forwarded.—Ed.]

R. A. FLAMANK.

LIMITED

Impossible to Drive Safely at 12 m.p.h.?

[65134].—I was driving along a main road with nearly a quarter of a mile length completely deserted, the time being nearly midnight, when a policeman checked me for "dangerous" speeding at 22 m.p.h.! This incident occurred in Guernsey and I was informed at the time that I should not have exceeded 12 m.p.h. Prominent island citizens later remarked: "Who can possibly drive at 12 miles per hour safely?" The speed limit there is 35 m.p.h.

Giffnock, Renfrewshire.

M. F. H. GERAGHTY.

CLARIFIED

An Interesting and Helpful Explanation

[65135].—I feel that I must offer you my sincere congratulations on your leader in *The Autocar*, August 14, "And a Pint of . . . ?" I find it both interesting and helpful, and it has done much to clarify what has long been a fog-fogged situation for at least one owner-driver. Thank you very much.

R. J. T. WALKER, Cmdr., R.N. (Retd.).
Haywards Heath, Sussex.

EVAPORATION

The More Full the Tank, the Smaller the Losses

[65136].—I am afraid your correspondent Mr. R. L. Gordon [65081] has not got the petrol wagon back on the technical rails.

Whilst evaporation from a free surface is, other things being equal, proportional to the surface area, the liquid surface in a petrol tank is far from being free.

The losses of petrol from a tank closed except for a small vent pipe can surely occur only by the breathing of the tank as the result of changes in temperature? As the surface is such that the air in a car tank will normally be saturated with vapour, then the greater the air space the greater the volume exhaled on rise of temperature, and hence the greater the losses.

Mr. Griffiths [65040] should keep his tank as nearly full as possible in order to minimize evaporative losses.

Leigh-on-Sea, Essex.

G. O. THACKER.

GEAR LEVERS

Why Not Mounted on the Right of the Column?

[65137].—Can you, or any of your readers, suggest why, with steering column gear levers, most manufacturers place the lever on the left? It was understandable that the gear lever should be positioned centrally when it was mounted on or just behind the gear box, although, to my mind, this was never as good as the right-hand change; but, with the obviously necessary levers and links leading up to the steering column lever, surely it could make no difference if it were placed on the right-hand side, which would be much more convenient, especially with three people in the front seat.

G. E. WILLIAMSON, M.B.E., M.I.Mar.E., M.I.Mech.E.,
Bromley, Kent. F.R.A.S., Cdr.(E), R.N.

UNDERGROUND

Subterranean Confusion

[65138].—Letter [65041]. . . .

"My dear Mr. Evans, you must be ill,
The brow that you go up is not Brownlow Hill,
The traffic approaches your starboard bow*
Down a hill that is called William Brown."

L. E. TRACY FORSTER.

Warrington, Lancashire.

* Poetic Licence.

TERMINOLOGY

Clueless or Careless?

[65139].—What is a clueless tourist ("Disconnected Jottings," July 31)? Was the writing careless?

Bradford, Yorkshire. REPROOF READER.

[The Scribe comments: "Clueless" it was. The current slang expression just fitted the tourist concerned.—Ed.]



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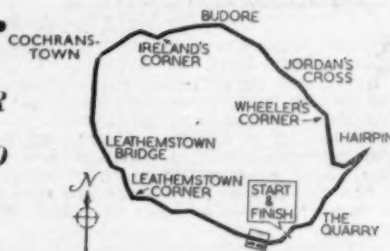
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TOMORROW'S T.T.

ULSTER A.C. READY FOR BRITAIN'S NINE-HOUR
WORLD'S SPORTS CAR CHAMPIONSHIP EVENT TO
BE RUN ON THE DUNDROD CIRCUIT



A PART from that glamour which has become an inherent part of the Tourist Trophy race there is every indication that this year's event, starting at 9 a.m. tomorrow morning and continuing for nine hours, will maintain the high standard of organization, driving and excitement which has marked so many of its predecessors. This is partly because the race—the 20th in the series—may have an important bearing on the world's championship of sports cars.

The championship is something quite new, this year being the first time that sports cars have been able to compete during the season for their own special award. The classic race of each country counts towards the championship, those having been held already being the 12-hour race at Sebring, U.S.A., the Mille Miglia in Italy, the Le Mans 24-hour race, the 24-hour race at Spa, in Belgium, and the 1,000 kilometres event at the Nurburgring, in Germany, which is described on this page.

Jaguar Challenge

Up to and including the Belgian race Jaguar and Ferrari were tying for first place, Cunningham being third and Aston Martin fourth. Now, after the German event, in which a Ferrari was first and a Jaguar second, Ferraris are just in front—but only just, and Jaguars stand a good chance of taking the lead themselves as a result of the T.T.

Undoubtedly the biggest disappointment about the race is the last-minute decision by Ferrari not to compete, but, as can be seen from the entry list, the competing cars and drivers are of a quality which should ensure a good race. For example, it will be remembered that Aston Martin won the nine-hour race at Goodwood on August 22 after the circuit had proved unsuitable for the Jaguars because of the succession of right-hand corners. The Dundrod circuit is also very twisty, but it has left—as well as right-hand bends; on the whole it should favour the Asters, but the result is completely uncertain. The works team of Gordons should be very fast, but it is not unnatural to suppose that the cars will not last the distance.

Other formidable entries include two H.W.M. sports cars fitted with Jaguar engines. These cars have already shown themselves to be very fast, and at least one of them may finish in the vanguard in this event. And, of course, the beautifully prepared Jaguars entered by the *Ecurie Ecosse* will be well in the running. In the 2-litre class are a number of Frazer-Nashes, whose proved reliability will be an important factor, and three Bristol-engined Kiefts. Also of interest as foreign competition are an Osca, three Porsches and two Stanguellinis. There will also be three D.B.s, a *marque* which is no newcomer to the T.T.

With only the Pan-American race in Mexico (November 19) left on the calen-

dar for the championship, and with the entry which can be appraised in detail below, spectators at the 7.3-mile Dundrod circuit tomorrow should see one of this season's best races.

ENTRIES

Aston Martin 2,932 c.c.: R. Parnell and E. Thompson, R. Salvadori and R. D. Poore, P. J. Collins and P. Griffith, H. Dickson and J. D. Titterton, A. G. Whitehead and A. Gase.
Cooper-M.G. 1,467: H. H. Gould and I. D. Lewis, D. B. Parham 745; G. Trouis and A. P. Hitchings, Fousse and J. Sparrows, Denesiere and L. Potter.
Frazer-Nash 1,971: K. Wharton and C. E. Robb, J. Fitch and P. Wilson, F. R. Gerard and D. C. H. A. Mitchell and P. Scott, Russell, R. F. Peacock and O. A. Ruddock, J. H. Walton and P. R. Bolton.
Gordini 2,399: Casella, Fordoni (co-drivers to be nominated); 1,488 c.c.: R. Gallagher and P. Cahill, H.W.M. 3,442: G. Abecassis and L. Macklin.
Jaguar 3,442: Sir J. Scott-Douglas and N. Sanderson, J. Stewart and J. Lawrence, A. N. Other, C. J. Manuella and C. O. H. Dunham, J. Kelly and J. G. Fairman, A. F. R. Rolt and J. D. Hamilton, S. Moss and F. D. C. Walker, P. N. Whitehead and I. M. M. Stewart.
Jowett 1,485: E. W. K. Lund and W. B. Robinson.
Kieft 1,971: H. C. Green and D. J. Calvert, C. P. Hazlehurst and P. Thompson, J. Coombs and I. Burgess.
Lester-M.G. 1,467: P. Jackson and P. Lane, M.G. 1,250: H. Flower and G. Phillips, B. McCaldin.
Maserati 1,988: J. C. C. Mayers and M. J. Keen.
Osca 1,342: R. Reid.
Porsche 1,488: (2 cars, drivers to be nominated); 1,491 c.c.: (1 car, driver to be nominated).
Stinger 1,487: (1 car, driver to be nominated).
Stanguellini 1,100: (2 cars, drivers to be nominated).

Grandstands: Start and finish area, £1 per seat. Quarry and Leathemstown areas, 15s per seat.

Enclosures: Finish and Leathemstown enclosures, 5s per person. Other enclosures, 2s 6d per person.

Paddock passes: £1 each.

Car Parks: Cochrans town, Hairpin and Quarry enclosures, 10s per car (including entry of all passengers to these enclosures). Other enclosures, 15s per car (including all passengers). Grandstands, and start and finish enclosures, 10s per car. **Motor cycles:** 4s (including passengers).

All the above tickets may be obtained at the course on race day.

Accommodation: The Ulster Tourist Information Bureau, 6, Royal Avenue, Belfast, will help spectators to find accommodation.

Public transport: A frequent bus service will be run from Belfast to the course, as follows:—

To the start and finish grandstands and enclosures: from Hamill Street, Belfast.

To Hairpin and Wheelers' enclosures: from College Square North, Belfast.

To Cochrans town enclosure: from Galway Street, Belfast.

Sports Cars at Nurburgring

ANOTHER FERRARI VICTORY : JAGUAR SECOND

LAST Sunday, the A.D.A.C. made the experiment of holding a sports car race over 1,000 kilometres of the tortuous 14.3-mile Nurburgring, and while it was not a success as a race, it proved to be a first-class test of endurance. The new 3.3-litre open Lancias of Taruffi and Castellotti took the lead at the start, and successfully kept the lone open 4½-litre Ferrari of Ascari and Farina at bay for 300 kilometres; but then, after a fuel stop, both cars failed to restart owing to flat batteries, and they had to retire. This left the Ferrari in a position by itself and quite unassailable, but in the other classes there was some fast driving.

The *Ecurie Ecosse* team of Jaguars, two C-types and one normal XK120, were holding their own in their class, and Salvadori and Ian Stewart in the leading team car pushed the 2-litre Maserati of Marimon and Gilletti until it blew up on the last lap, to let the Jaguar finish second. The other C-type, of Lawrence and Jimmy Stewart, was running just behind until the front suspension broke up and dropped them back, but they managed to finish at a low speed.

Outstanding was the factory-entered 1½-litre Borgward, of Helfrich and Bechem, which ran regularly and fast, beating the works Porsche of Schluter and

Trenkel, to finish third in general classification. Keen with a Kieft-M.G. also did very well in this class in the open stages of the race until a broken hub put him out of the running.

The classes were divided into racing sports cars and production sports cars, the Jaguars being in the latter category, as was the Le Mans Replica Frazer-Nash of Currie and Beauman, which led a strong field of 1,500 c.c. Porsches and a 2-litre Ferrari from start to finish, including covering the last three laps with a broken rear axle mounting. Alan Brown drove his Cooper-Bristol in the racing sports car class against the Maserati team, and, with his co-driver Jose Farooqi, kept plugging away; as the faster cars fell by the wayside, he moved up to second in the class.

GENERAL CLASSIFICATION (1,000 kilometres, 44 laps)

1. Ferrari 4,500 (A. Ascari and G. Farina), 8h 20m 44s, 74.7 m.p.h.; 2. Jaguar 3,442 (R. Salvadori and I. M. M. Stewart), 8h 35m 49s; 3. Borgward 1,500 (T. Helfrich and K. Bechem), 8h 50m 3s; 4. Porsche 1,500 (W. Schluter and B. Trenkel), 1 lap behind.

RACING SPORTS CARS

Over 2,000 c.c.: Ferrari 4,500 (A. Ascari and G. Farina), 1,000 to 2,000 c.c.: Veritas 2,000 (Fiebel and J. Peters), 8h 25m 17s, 66.1 m.p.h.; 750 to 1,000 c.c.: Borgward 1,500 (T. Helfrich and K. Bechem), 8h 50m 3s, 70.5 m.p.h.
Production sports cars: Over 1,000 c.c.: Jaguar 3,442 (R. Salvadori and I. M. M. Stewart), 8h 35m 49s, 72.9 m.p.h.; 1,300 to 1,600 c.c.: Frazer-Nash 1,971 (M. Currie and D. Beauman), 9h 53m 39s, 62.9 m.p.h.; 750 to 1,000 c.c.: Porsche (H. Hoesch and W. Engel), 10h 1m 19s, 62.2 m.p.h.

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* *the most arduous and exacting race in Great Britain*

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COOPER-BRISTOL

3RD

J. R. STOOP
P. S. WILSON



FRAZER-NASH

OVER 2000 cc.

3RD

P. N. WHITEHEAD
I. M. M. STEWART

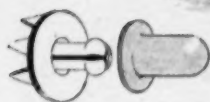


JAGUAR

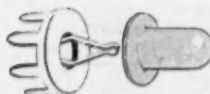
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THE SPORT

by

J. A. Cooper

Spectators at the V.S.C.C. Prescott last Sunday found great interest in P. B. Merritt's Triumph Dolomite—operating under the pseudonym "H.S.M." These cars, announced in 1934, had supercharged straight-eight twin overhead camshaft engines of 1,990 c.c. with ten-bearing crankshafts. A top speed of over 100 m.p.h. was guaranteed, with an output of 140 b.h.p. at 5,500 r.p.m.



THE news that Signor Enzo Ferrari will withdraw his cars from works-sponsored competition in motor races after the Italian Grand Prix, on September 13, was neither confirmed nor refuted at the Nurburgring last weekend. Drivers and mechanics of the Ferrari *équipe* denied all knowledge of this somewhat surprising announcement by their chief, and the enquiring and persistent journalists in the Press box still could not crystallize the rumour into fact. But the sudden and unexplained withdrawal of two of the works Ferraris just before the 1,000-kilometre race on Sunday, and the rather lackadaisical manner in which the team went through its practice paces, did seem to indicate that something unusual was afoot in Modena.

Whether true or false, the rumour is enough to whip up our anticipation of next year's racing into an even larger question mark than it was before. To retire at the height of one's triumph is to achieve an artistic triumph as well. With the competitive department of Alfa Romeo still dormant, the German *marques* potentially powerful and waiting under cover, and the Maserati challenge still held at bay—despite the desperate duel at Rheims—if Signor Ferrari should carry out his threat now, his name would always be linked with supremacy in the Grand Prix field during the after-war years. But for enthusiasts there would also be regret.

One can only hope that the great little stable—for despite its fame it is still a comparatively small workshop—is in fact frantically busy with preparations for next year's formula 1 racing, while the world is kept guessing in safe ignorance. The leading car *couturier* must guard his secrets as fiercely as does his Parisian counterpart. On the other hand, simply because of the extreme efficiency of the Ferrari Grand Prix cars, many people do not realize that the cars are not built by

a large manufacturer. *Scuderia Ferrari* is still really a one-man business, and as such it is very vulnerable if a highly organized industry—like the German one, for instance—decides to concentrate its power and resources on the Grand Prix field again. When we see his trim, beautifully prepared cars perform with an almost nonchalant regularity around the circuits of Europe, we forget that Ferrari's most remarkable achievement is that he has captured victory with almost nothing but skill and prodigious enthusiasm. Looking into the future, therefore, and at the renewed effort and expenditure that the new formula involves, it is possible that Signor Ferrari genuinely feels that this is the time to retire.



WHEN the regulations appear for the M.C.C. *Daily Express* National Motor Rally one is sure that autumn is almost with us again. To be run on November 11-14, the finishing point this year is Hastings, Sussex. There are seven starting controls—Plymouth, Manchester, Kenilworth, Norwich, London, Cardiff and Glasgow. All these routes converge upon Harrogate after about 360 miles; from Harrogate competitors follow the same route through the Yorkshire, Westmorland and Northumberland moors, the Scottish Lowlands and Wales, to the finish at Hastings. The first competitor is due to arrive at Hastings at about 8 a.m. on November 13. On arrival, there are final tests and examinations of the cars; an official reception and dance combine to make the evening's celebrations, and on Saturday, November 14, there will be the usual *concours d'élégance*.

Production cars in this event are to be divided into two main categories: the first caters for those with only elementary modifications, and the second for cars more extensively modified for competition purposes. The list of permitted modifications is published in the regulations. Both these groups are subdivided into the following capacity classes: open, closed, up to 1,100 c.c., 1,101 to 1,550 c.c., 1,551

to 2,600 c.c., over 2,600 c.c. The third main group, for supercharged cars and those conforming to the 1949 R.A.C. trials regulations, will run in two categories, open and closed.

The total road section covers 1,200 miles, and although no rough trials sections will be included, competitors may expect an interesting journey, with various tests en route. No chassis-breakers are included. A standard average will be set for each class, and the winner of the event will be the competitor whose individual performance improves to the greatest extent upon this set average. This is a new way of finding the winner, and it certainly equalizes the chances of all cars, whether powerful or not so powerful. Supercharged and special cars will doubtless have a more strenuous schedule than their family saloon rivals.

The entry list is due to close fairly soon, on September 26. Regulations and entry forms are available from the General Secretary, M.C.C., Ltd., 76, Kinnerton Street, Knightsbridge, London, S.W.1.



AT Le Mans this year "Mort" Morris-Goodall, team manager of Jaguars, was unlucky enough to dislodge a tiny but vital part of his spine through making an unexpectedly heavy landing from the pit counter. As a result the centre section of his torso has been encased in plaster of Paris ever since, and the latter is now covered with the autographs of almost every racing driver and notability. But he is not alone, for Gonzalez suffered the same misfortune (as previously recorded) in an accident during practice for the Portuguese G.P.; after that race, an amusing ceremony took place as the two unfortunates simultaneously inscribed their signatures on each other's midriff! Whether or not it is possible to preserve the sections of plaster concerned after removal yet remains to be seen.



THAT unusual event, the Seven-Fifty M.C.'s six-hour relay team handicap, went off well on Saturday, despite the

THE SPORT

continued

pouring rain and the involvement of some 200 cars—on and off the circuit, in pits, paddock, and the grassy spaces. Race control had the additional responsibility of broadcasting warnings to team managers at the somewhat flooded pits of mishaps to their cars on the invisible parts of the circuit. These interruptions and warnings, and the uninterrupted sound of racing exhausts as the heavy traffic poured round, made the commentary over the Antone system rather a labour of love. The commentator, Robin Richards, was incidentally not the B.B.C.'s Robin Richards; there are two of the same name. There is no better example in the calendar of a lot of drivers having a lot of fun, in an extraordinary mixture of sports cars, both vintage and modern, Ford specials, Austin Sevens, and so on. It makes a change to see a Cadillac-engined J2 Allard passing an Anglia, with a Land-Rover and a DB2 Aston Martin in pursuit.



IT was with deep regret that I learned of the death of Major L. A. Baddeley, M.C., on August 26. He was 75 years of age. Looking back upon his many years of friendly and enthusiastic service to the sport, one is aware of the great breadth of mechanical progress that his life spanned. It is the men of his generation who brought the whole impetus of the automobile to life.

Lionel Baddeley joined the M.C.C. in 1904, and competed in the original London to Edinburgh run, gaining a gold medal—the first of many. In 1907 he was elected to the committee, on which he worked with untiring zeal for 44 years. He became the club's president in 1938, and also served for many years on the Competitions Committee of the R.A.C. He will be remembered as a great pioneer of motoring and motor sport.



IT is sad that I have to report that Sam Wright, another of our veteran motorists, has recently passed away, in his late seventies. He entered in many of the very early road events on a motor cycle,

and his name invariably appeared in the awards lists. As soon as it was founded in 1931, Sam Wright joined the Veteran Car Club of Great Britain, and competed each year in the London to Brighton in his 1903 single-cylinder Humberette—and he always reached the finish. He was connected with Humber, Ltd. for 46 years, until the time of his death, and of late years has looked after, with loving pride and care, the veteran and other historical cars owned by the Rootes Group. His genial friendliness will be missed by all his associates.



Tyresoles' graceful trophy.

TO contribute to the number of awards that may be won nowadays by British drivers entering in international rallies, Tyresoles have presented a new and very handsome challenge trophy (shown in the accompanying picture); this

will be competed for annually from 1953 onwards. The founders of this award aim to encourage "the enterprise and success of British drivers and the reliability of British cars" competing in the great long-distance rallies. It will go to the British driver, with a British car, who puts up the best performance of his compatriots in any four of the ten classic rallies counting towards the Touring Championship of Europe. The trophy was presented by Mr. J. C. Price, managing director of Tyresoles, to Lt.-Colonel Stanley Barnes, and the Competitions Committee of the R.A.C. will decide annually to whom the award should go. This decision will be based upon the results circulated by the F.I.A., in Paris, so long as the Touring Championship is continued.



IT is a good sign of interest in hill-climbing competitions that the entry list for the Bugatti O.C. Prescott meeting, on September 20, is already completely full. An enormous number of entries has been received for this event, and the club cannot accept any further applications.



KEN WHARTON, driving a Cooper-Bristol, was the only British driver to finish in the Cadours race, in France, last Sunday. He was placed sixth in general classification. Winner was Maurice Trignignant, driving a Gordini; second and third places were taken by the Gordini *équipe* also.



BRIGHTON at speed trials time is a happy place—in fine weather, at any rate. The straight kilometre stretch along Madeira Drive will be cleared again on Saturday, September 5, for the Brighton and Hove M.C.'s international meeting. A bumper entry is competing, with the sports cars starting in the morning at 9.30. Racing cars start at 2 p.m.



GRANDSTANDS are being erected at Castle Combe circuit for the first time; they will be ready for the national race meeting there on October 3. Seat tickets may be obtained, at 15s each, from E. B. Bates, 5, Goldney Avenue, Bristol, 8.

CLUB NEWS

Liverpool M.C.—A questionnaire will be handed to all competitors at the finish of the Horsman Trophy driving competition, and next year's event will be based upon their replies. This competition involves 150 rallies of difficult motoring through the night and into the early hours of Sunday morning, September 20. There is an award for anyone who can reach the finish within the time limit. While it is unsuitable for novices or inefficient cars, the course will test driving ability rather than expensive machinery. Details of the route and tests will be sent to competitors at least two days before the start, and if any test is not to the liking of more than half the entry, it will be deleted. Regulations and entry forms may be obtained from E. Lambert, care of Victor Horsman, Ltd., 48-50, Renshaw Street, Liverpool, 1.

COMING SHORTLY

- SEPTEMBER 5.**—R.A.C. Tourist Trophy race, Dundrod circuit, near Belfast, N. Ireland, 9 a.m.
- 5.**—Brighton and Hove M.C. International speed trials, Madeira Drive, Brighton, 10 a.m.
- 5.**—Sunbce. Race meeting, Silverstone, Northamptonshire, 1 p.m.
- 5.**—Cheltenham M.C. Night navigation rally, starting Priory Street, Cheltenham, 10 p.m.
- 5.**—West Hants and Dorset C.C. Celebration dance and party, Paulsons, Over, near Romsey, Hampshire, 8 p.m.
- 5-6.**—Coventry and Warwickshire M.C. Autumn rally, Stonebridge.
- 5-6.**—Leicestershire C.C. Bowmaker Trophy Trial, Rutland Street, Leicester, 11 p.m.
- 5-13.**—Tour de France Automobile, starting from and finishing at Nice, France.
- 6.**—Lausanne G.P., Switzerland.
- 6.**—Maggiore sports car race, Italy.
- 6.**—Chiltern C.C. *Concours d'élégance*, High Street, Amersham, Buckinghamshire, 2.15 p.m.
- 6.**—Veteran C.C. of Great Britain (N.E. Section). Hull to Scarborough Rally, 10 a.m.

- 6.**—Sunbeam M.C.C. Sunbeam veteran and vintage rally, Newlands Corner, near Guildford, Surrey, 2 p.m.
- 6.**—N. Midland M.C. Test trial, London Road, Sheffield, 1.30 p.m.
- 6.**—Metropolitan Police Driving School Sports Club. Gymkhana and *concours d'élégance*, Aerodrome Road, Hendon, 2 p.m.
- 6.**—Thames Estuary A.C. Autumn Rally, Queens Hotel, Westcliff-on-Sea, 10.30 a.m.
- 7.**—Coventry and Warwickshire M.C. Open meeting, City Arms Hotel, Earlsdon, Coventry.
- 11-12.**—London M.C. London Rally, starting from Croydon, Leeds and Birmingham.
- 12.**—Aston Martin O.C. Autumn race meeting, Snetterton, Norfolk, 11.30 a.m.
- 12.**—Irish Motor Racing Club. Wakefield Trophy race, Carragh circuit, Co. Kildare, 3.45 p.m.
- 13.**—Italian G.P., Monza, Italy.
- 13.**—Taunton M.C. Closed trial, White Hart Hotel, Wiveliscombe, Somerset, 2 p.m.
- 13.**—Vintage S.C.C. (Midland Region). Madresfield Rally for Vintage and Edwardian cars.
- 13.**—Southern Jowett C.C. September Rally, Halstead, Essex, 10 a.m.
- 13-14.**—International Torch Rally, Bayeux to Eindhoven Holland.



Water sport: The ditch on the outside of Woodcote filled up well on August 29, with water and with I. T. Easdale's blown 1½-litre, Zagato-bodied Alfa Romeo. Here the car is emerging, its engine, still able to run, helping the unditching party.

West Essex C.C.—The Essex Rally, on September 20, has a road section of about 100 miles; after the final check at Wormingford Airfield, near Colchester, Essex, there are eliminating tests, in which the standard time for each class in each test will be set by the competitor making the fastest time (not having incurred any penalty) plus 25 per cent of that time. Marks will be deducted for performances slower than standard time. Classes cater for open and closed cars, up to 1,200 c.c., 1,201 to 2,000 c.c., over 2,000 c.c. Teams, of three cars each, may be entered. Starting point is the Royal Oak Hotel, High Beech, Essex. Invited clubs: Thames Estuary, East Anglian, Herts County, M.G. (S.E. Centre), North London, Eastern Counties, London M.C. (Entries close September 14; E. J. Worley, 62, Lansdowne Road, South Woodford, London, E.18.)

County Car Club (Derbyshire).—This club has recently been recognized by the R.A.C., and is starting a programme of competitive events. A driving test meeting, at Burnaston airport, near Derby, will be organized on September 26. The club has a membership of about 90, and any enquiries should be addressed to the competitions secretary, A. Bemrose, Old Barn, Hilton, Derbyshire.

Falkirk and D. M.C.—Members spent Sunday, August 16, traversing some fine roads in the pleasant scenery of Stirlingshire, including some rougher ones around Fintry and over Sheriffmuir. Purpose of the excursion was the annual Bairsns Trophy Rally, a closed club event. Road sections were interspersed with tests, in which J. A. Morrison, in his Singer, displayed neat and tidy driving. He was the eventual winner of the Bairsns Trophy.

West Hants and Dorset C.C.—The club is celebrating its twenty-first birthday this weekend. A prize will be presented to the member travelling the longest distance from home to Paultons, Ower, near Romsey, for the dance and party on Saturday evening, September 5, which starts at 7.30 p.m. The scavenger hunt, which follows on Saturday afternoon, is essentially an affair for the whole family; it starts at 2 p.m. from the Town Hall, Bournemouth, and finishes in the country for tea.

Seven-Fifty M.C.—A sprint meeting that embraces the Seven-Fifty contingent, the United Hospitals and University of London M.C. and the Hants and Berks M.C. is sure to be a lively gathering. The course on Sunday, September 27, is at Rushmoor, just off the Fleet-Aldershot road. It covers 440 yards and has a slight right-hand curve.

Each competitor will be allowed two runs. Classes are: 750 formula, 1,172 formula; up to 1,300 c.c., 1,301 to 1,800 c.c., over 1,800 (excluding previous formulae). (Entries close September 21; J. Collins, Cranborne Hall, Windsor Forest, Berkshire.)

Hants and Berks M.C.—Regulations are out for the Experts' Night Navigation Rally, a title which is perhaps a little intimidating when linked with that of the Hants and Berks M.C. For the experienced driver and navigator, however—for those who relish the loss of a night's sleep and enjoy solving really difficult navigational problems by the light of the moon and a torch, when even the tabby cat has sensibly returned to its basket to sleep—the rally is one that should not be missed. It will take place on October 3-4. The course will comprise a number of control points which are not necessarily accessible by car. Sheet 169 of the New Popular Edition of the one-inch Ordnance Survey maps is an essential part of navigators' equipment. Once the actual point has been found by car, there will still probably be a bit of "hunt-the-thimble" work to be done to locate the marshal. This is a natural hazard of night rallies. In addition to navigational instruments recommended by the organizers, good torches and rubber boots will be required. Trials and rally cars, unless they are excessively noisy, are eligible to compete; normal saloon cars are quite suitable. Invited clubs: A.C. Owners' Club, Seven-Fifty, Cemian, Maidstone and Mid-Kent, North London Enthusiasts, Tunbridge Wells, London M.C. Start and finish are at the Hawley Hill Hotel, Surrey. (Entries close September 26; C. Bulmer, Whitecrair, Duke's Ride, Crowthorne, Berkshire.)

Association of Southern Motor Clubs. A list of suggested dates for club fixtures in 1954 has been forwarded to all southern clubs. The discussion on these dates will take place at the next general meeting. Honorary secretary of this association is C. S. Dewey; from the first week in September his address will be changed, to Fourways, 59, Salisbury Road, Cosham, Hampshire.

Singer O.C.—The road navigation rally, on Sunday, September 27, differs from many other events of this type in that the organizers do not require competitors to climb trees, penetrate woods, or jump ditches. Accurate map reading and navigation are required on the road section; there are no driving tests. All points are easily accessible, and the majority are on the road. The event is suitable for any type of car. Distance to be covered is approximately 100 miles. (Entries close September 12; J. Sewell, 95, Kenilworth Avenue, Reading Berkshire.)

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BENTLEY Mark VI 1949 (March) 2-door Countryman Saloon. Grey and polished wood. 38,000 miles. £2,850.

LAGONDA 1951 2½-litre Saloon. Light Maroon with beige leather. 6,000 miles. £1,675.

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1952 JAGUAR 3½-litre Mark VII saloon. One owner. Low mileage	£1,405
1951 JAGUAR 3½-litre Mark V coupe. Genuine 2,000 miles from new, one owner, dark grey/light grey leather, latest type H.M.V. radio, horned Dec. 21st. A brand new example of one of these rare models	£1,305
1951 JAGUAR 3½ litre Mark V coupe. Genuine 17,000 miles. One owner. Metal grey leather. Immac. cond.	£1,195
1952 HUMBER Super Saloon Mark IV saloon. Overhead valve. Radio and heater. Unique opportunity to purchase latest model at a saving of approximately £400	£1,175
1951 HUMBER Super Saloon saloon. 12,000 miles from new. Radio	£945
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IN BRIEF

Net profit of Romac Industries, Ltd. for the year ended March 31, 1953, but without charging taxation, was £12,393 (£29,875 previously).

Mr. Charles N. Faulconbridge, who was recently appointed general manager of the AC-Delco division of General Motors, Ltd., was appointed a director of General Motors on July 23.

Mr. E. G. Clemson, M.B.E., director of home sales, Avon India Rubber Co., Ltd., Melksham, Wiltshire, is retiring on September 30. Among new Avon appointments is that of Mr. C. H. Mason as general sales manager.

Ford service weeks will be held as follows: September 7 to 12, Harley and Midgley, Ltd., Brighton; September 14 to 19, Lincolnshire Motor Co., Ltd., Scunthorpe; September 21 to 26, Dagenham Motors, Ltd., Balderton Street, London, W.1.

A comprehensive brochure on flexible tubing and hoses has been published by Compoflex, Ltd., 26, Grosvenor Gardens, London, S.W.1. It is called *Compoflex Flexible Tubing and Hoses*. Copies may be obtained direct from the company.

V. W. Motors, Ltd., Volkswagen concessionaires for Great Britain and Northern Ireland, have now moved to their permanent address at Byron House, 7-9, St. James Street, London, S.W.1. The telephone number is Whitehall 9501.



A sheet metal saw described below.

A saw for making long cuts in sheet metal has been introduced by James Neill and Co. (Sheffield), Ltd., Composite Steel Works, Napier Street, Sheffield, 11. It has a stiff blade, to the edge of which a normal hacksaw blade is clamped. The handle resembles that of a carpenter's saw.

Mr. W. H. O. Steer, district manager in the south-eastern counties for the Firestone Tyre and Rubber Co., Ltd., is retiring after 22 years' service with the company. For nearly two years during the war he was with the Ministry of Aircraft Production. He is succeeded by Mr. J. L. Flinders.

A London office at 6, St. James's Place, London, S.W.1, has been established by the Pollard Bearing division and the Philidas Self-Locking Nut division of Ferrybridge Industries, Ltd., of Ferrybridge, Yorkshire. Mr. W. F. Clay, southern counties manager, is in charge. The telephone number is Hyde Park 9248.

New premises of some 30,000 sq ft have been acquired in William Henry Street, Aston, Birmingham, by Girling, Ltd. These have been organized for the recep-

tion, storage and despatch of spare parts from the factories in Birmingham and South Wales. The Birmingham factory has been laid out for increased production of spares, particularly bonded replacement brake shoes.

Lodge Plugs, Ltd. made a trading profit for the year ended March 31, 1953, of £190,030 compared with £215,899 previously. Net profit subject to taxation was £160,765 (£191,574 previously). Net profit after taxation was £64,765 (£73,855 previously).

The new factory of Tudor Accessories, Ltd., at Beaconsfield Road, Hayes, Middlesex, is now in operation and the administrative staff has moved in. As from today, September 4, correspondence should be addressed to the new factory; the telephone number is Hayes 0442.

Mr. A. L. Adams has been appointed research and development manager of Tyresoles, Ltd., Palace of Engineering, Wembley, Middlesex. This follows the acquisition of Tyresoles by the Dunlop Rubber Co., Ltd., with whom Mr. Adams has served for 28 years, specializing in tyre repair and retreading.

On Thursday, October 1, the Institute of the Motor Industry will hold their Ladies' Festival, beginning with a reception at 5.30 p.m. and continuing with dinner, cabaret and dancing. Tickets are £2 2s each and are available from the Secretary of the Institute, 40, Queen's Gate, London, S.W.7.

Following the transfer of the whole of the share capital of Metropolitan Motors (formerly, Acton Motors, Ltd.) Mr. A. J. C. Hodges and Mr. T. P. Ennis, of the Hendon Central Garage, Ltd., have been appointed directors. Mr. P. G. Ascoug, formerly of the Phoenix Motor Co. (Surrey), Ltd., has been appointed sales manager.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16716. 1922 Fiat 501
"A.C.C."—Hints on tuning, performance data, maintenance details and a handbook.

No. 16717. 1953 Vauxhall Velox
"G.D.L."—General performance data and fuel consumption.

No. 16718. 1936 Morris Eight
"W.G.T."—General information and a handbook.

No. 16719. 1929 Austin Seven
"L.D.C."—Tuning for maximum m.p.g., general information and a handbook.

No. 16720. 1937-38 Triumph Dolomite
"G.A.P."—Any available details, maintenance hints and a handbook.

No. 16721. 1937 Standard Twelve
"R.E.W."—All possible information and a handbook.

No. 16722. 1931 Standard Avon Special
"R.T."—All possible information and a handbook.

No. 16723. Handbooks Required
"P.G.I."—1931 Triumph Super Seven.
"A.R.S."—1936-37 DX-type Vauxhall Fourteen.
"I.A.M."—1939 Vauxhall Twelve-Four.
"G.B."—1922 21 h.p. Lorraine Dietrich.
"B.C.H."—1934 Rover Fourteen-Six.
"J.C."—1933 12 h.p. Wolseley Hornet.

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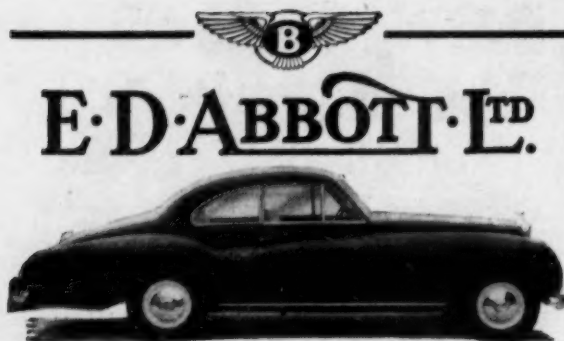
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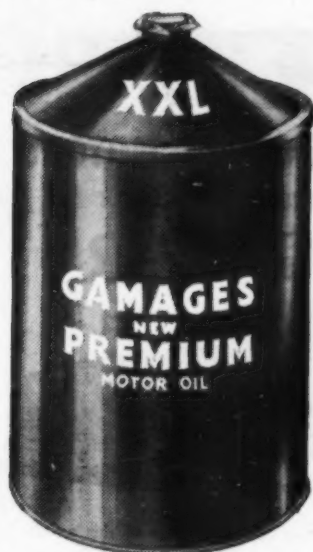
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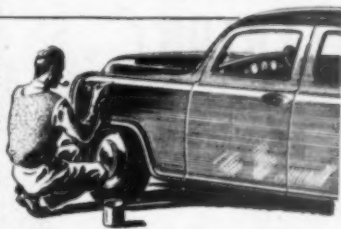
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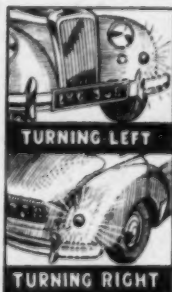
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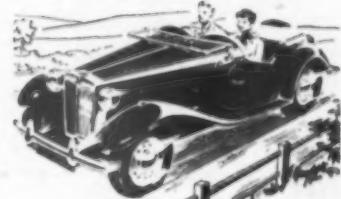
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PRESS DAY 1st POST MONDAY. Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3333. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

APPROVAL SCHEME

Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Approval Scheme facilities should send for particulars which are available on application.

The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

A.C. 1938 drop head coupe, blue with red leather upholstery, relieved engine, £240.—Hargreaves, Trower Manor, Mawddach, Falmouth. (0190)

A.C. Competition sports black 2-str., registered 1946, carefully maintained, £300.—Lomas, Elizabeth House, Havant, Hants. Havant 70. (8328)

ASS'S MOTOR MART—1939 A.C. 16/70 sports engine, sliding head four-coupe, just reconditioned; written guarantee.—S. Warren St., W.1. Euston 4110. (C1040)

1950 A.C. 2-litre sports saloon, black, 23,000 miles, complete one private owner, excellent condition; £225.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043)

1950 Series A.C. 2-litre 2-door saloon, green with beige leather interior, radio and heater, reconditioned by manufacturers recently, in really attractive condition throughout.

DAVID ROSEFIELD, Ltd. 1-5, Peter St., Manchester, 2. Tel. B1a. 4942. (9077)

A.C. Cars Wanted

B. J. HUNTER, Ltd.,
FOR immediate purchase of your A.C.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

ASS'S MOTOR MART require carefully used A.C.—S. Warren St., W.1. Euston 4110. (W1040)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for A.C.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

A.C. saloon wanted by private owner, 1950 or newer, must be one owner and perfect, distance no object.—Ogden, Burtree House, Hutton Sessay, Thirsk. (8098)

H. F. EDWARDS urgently require good A.C. for immediate cash; distance no object.—Details please to 209, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

ALFA-ROMEO

2.3-litre supercharged four-coupe drop head by Farina, ne/ 3-position hood and tyres, unused complete specialist engine overhaul, this must be one of the finest condition Alfa cars; £550.

METCALFE & MUNDY, Ltd. 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa Romeo cars.—Brooklands Track, Weybridge, Surrey S20. (0214/R)

ALLARD

COACHCRAFT offer:—

£350—1949 model Allard drop head four-coupe, steering column change, maker's body, one careful owner, reconditioned engine, nearly new tyres all round, very fast car, clean and in excellent condition all round, taxed; 3 months' guarantee; terms and exchanges.—Coachcraft, Elm Rd., Epsom, Surrey. Tel. 6559. (C1055)

B. J. HUNTER, Ltd., offer:—

1951 Allard F saloon, carefully used, late property of well-known star; £675.

1949 Allard saloon, special 6-seater body, ideal for family man requiring a roomy car; £495.

1948 Allard sports tourer, fitted special twin heads, fast and reliable; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

£395—(September 1948) 4-seater drop head coupe Allard, blue, speedo, 30,000.—Box 0420. (8165)

TYPE 71K Allard Sports 2-seater, black, chrome luggage grid, twin spots; £315.—"Fayreburn," Exley Rd., Woking, Surrey. (7716)

ALLARD 1948 sports 2-seater, fast and attractive car, open to A.A. or R.A.C. inspection; price £395.—Peter Weaver, six Hills, Melton Mowbray, Leic. 533. (4192)

£495—1949 Allard sports saloon, faultlessly maintained by titled owner, whole car original condition; 3 months' guarantee; hire purchase, exchanges.

L. AMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). (C2052)

SALES & WANTS

Turn to page 74 for
Advertisement form

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MOTORISTS!
ACCOMMODATION—HOTELS
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 73

ALLARD

1949 model Allard drop head four-coupe, black with grey leather upholstery, built to £100 have been spent on this car during the last year, including a new engine, £435.—Triangle Motors, 241, Green Lanes, Palmers Green 6265. (8266)

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Allard.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

J2 wanted for cash.—Valentine 4674, after 6 p.m. (W3018)

ALLARD in good condition for cash.—Tel. Valentine 4674, after 6 p.m. (W3018)

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

RICHARDS & CARR the best Allard buyers.—35, Kimberston St., Wilton Place, London, W.1. Sloane 5424. (W3045)

ALVIS

BROOKLANDS: Alvis Distributors new 5-litre

1953 Alvis sports 2-seater, 750 miles.

1952 Alvis 3-litre saloon, 5,000 miles.

1951 Alvis 3-litre saloon, radio, heater.

1951 Alvis 3-litre d.h. coupe, 10,000 miles.

ALVIS cars examined and guaranteed; saloons and coupes from £1,200

BOY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-5. (C1029)

1953 Alvis 3-litre 2-seater, 600 miles; £1,300.

GORDON CARS (LONDON), Ltd. £75, Euston Rd., N.W.1. Eus. 6611. (C2022)

!! Chipstead Motors, Ltd.—See our advertisement under Sports Cars. (C1046)

ALAND & TAYLOR, Ltd. Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:

1952 Alvis 3-litre drop head four-coupe, black, beige hood, red leather upholstery, radio, heater, in superb condition throughout, £1,525. (C1001)

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars." (C3041/R)

1947 Alvis, fitted sports sunshine saloon body, heater, £575, near, taxed.—Jenkins, 171, Lewisham Way, London, S.E.4. Tideway 3177. (8147)

1936 Alvis 15 9hp Firebird, tourer, 36,000 miles, immaculate condition; offers.—Tel. 60013 Reading. (8342)

£1150—1951 3-litre Alvis drop head coupe, one owner.—Le Grice Elers, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C2055)

£395—1940 Alvis 12/70 sports saloon, grey, maroon leather interior, clean and good; £135 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1949 (July) Alvis 14 saloon, special razor-edge body, black, tan leather, a handsome car, many extras, privately owned; £695.—Ms, Sittingbourne Rd., Wigan. (7725)

£595—Alvis station wagon 1948, luxurious coachwork, leather upholstery, fold-flat seating, opportunity; 5 months' guarantee; hire purchase, exchanges.

L. AMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). (C2052)

ROYS offer: 1937 Alvis 17 sports saloon, one owner, disc, etc.; £265; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, R.W.1. (near Camden Town Tube Station), Euston 2700 and 8894. (C3299)

£350—1937 Alvis 4.3 saloon, maintained regularly by makers; genuine reason for sale; must be seen and tried to be appreciated; terms, exchanges.—O. B. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2031)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS
ALVIS Speed 20 saloon, 1935, grey, maroon upholstery, £165.—34, Sylvan Rd., Exeter. [6139]

745—Alvis 14 (December, 1950) saloon, black, sliding head, fawn leather, heater, one careful owner, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

£265—Alvis 16.9hp drop head four-seater coupe (December, 1939), the desirable Silver Crest series and a very good specimen, extensively road tested and checked over and found to be in unusually sound mechanical order, engine lively with satisfying acceleration, brakes, steering and suspension leave little to be desired, numerous extras, dual horns and passlights, Desmo swivelling spotlight, twin wing mirrors, screenwash, etc., opportunity to acquire late pre-war thoroughbred for very modest outlay.

£595—Alvis 14hp saloon, 1947, a very carefully used car, late property of true Alvis enthusiast and now available due to delivery of Alvis 3-litre model, moderate total mileage and in extremely good condition all round, heater, etc.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 6 p.m. Write for catalogue. [C1035]

Alvis Cars Wanted

R—**ROWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

B—**J. HUNTER, Ltd.**, offer:—
FOR immediate purchase of your Alvis.

B—**J. HUNTER**, 22, Cricklewood Broadway, N.W.2 Tel. Gladstone 6503. [W2040]

CASS'S MOTOR MART require carefully used Alvis.—5, Warren St., W.1. Euston 4110. [W1040]

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 0841. [W5041]

ALVIS Speed 25, 1939 model, urgently required.—Chippstead Motors, Ltd., 137, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [W1046]

H—**F. EDWARDS** urgently require good Alvis for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

CHARLES POLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5986-7-8. [0590/R]

Alvis 8-ares and Service

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 0762-3-4. Grams, Alviscar Gold London.

ND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. Grams, Alvis, Coventry. [0951/R]

CHARLES POLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS

SERVICE: Barnsdale Yard, off Egin Ave., W.2. Tel. Cunningham 5986-7-8. [0591/R]

MANCHESTER—Alvis repairs and spares, main agents.

A—**FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0655/R]

KINGSTON-ON-THAMES—Alvis sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241-2. [84053/R]

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4060) and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0589/R]

AMERICAN CARS

SIMPSON'S offer:—

1947 Buick, pear-shaped body, 2-door, fitted with radio, heater and all extras, colour blue.

1952 Chevrolet saloon, 2-door, fitted with all extras, colour pastel green.

1949 50 Chrysler saloon, 4-door, fitted with radio, heater, whitewall tyres, colour black.

1952 De Soto station wagon, fitted with radio and heater and all extras, colour green.

1949 Ford Customs 2-door, fitted with radio, heater and all extras, colour black; choice of 4, 1949-53.

1950 Nash Ambassador Customs, hydramatic, fitted with radio, heater and all extras, colour black.

1951 Pontiac saloon, 2-door, fitted with radio, heater and seat covers, colour blue.

1952 Studebaker Champion saloon, 4-door, fitted with radio, heater and seat covers, colour pastel green.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, Tel. Wembley 6691/3903. [C4015]

GATEHOUSE offer:—

1948 Studebaker Commander convertible, 17,000 miles, one owner; £995.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C5021]

METCALFE & MUNDY, Ltd.

1950 Pontiac 8-cyl. de luxe saloon.

1950 Chevrolet saloon, all extras.

1948 Lincoln Continental saloon

1947 Pontiac convertible

1947 Cadillac convertible.

1946 Lincoln saloon, r.h.d.

1939 Packard, all extras.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

AMERICAN CARS

TAYLOR & CRAWLEY offer:—

1949 Studebaker Champion convertible, grey, radio, heater, power operated hood and overdrive, beautiful condition; £975.

1949 Buick Super Jet Back Sedanette, 24,000 miles only, one owner, radio, heater; £1,175.

1948 Cadillac convertible, all power operated, Hydramatic, low mileage; £1,775.

1947 Oldsmobile 6-cylinder right-hand drive saloon, one owner, genuine 18,000 miles since new, leather upholstery; £795.

1948 Chevrolet de luxe estate car, 35,000 miles, one private owner; £1,075.

48 Kensington Court, W.8. Western 6015. [C4056]

ERNEST DOE & SONS, Ltd., offer:—

1947 American Ford saloon, right-hand drive.

1949 American Ford Custom saloon, right-hand drive.

1951 (late) American Ford Crestline Victoria, left-hand drive, Fordomatic.

1950 model Hudson Straight 8 Commodore, right-hand drive.

AL low-mileage cars, in very nice condition; open to any trial; fitted radio, heaters and many other extras.

ERNEST DOE & SONS, Ltd., Uting, Maldon, Essex. Tel. Hatfield Pevers 311. [8522]

JOE THOMPSON (MOTORS), Ltd., offer: selection late model American cars—97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

1949 model Ford Custom 2-door de luxe saloon. R.H.D. £675.—Peters, Lowfield Lodge, nr. Crawley, Tel. Horley 117 (9.30-6). [8350]

BRITISH & COLONIAL MOTORS, Ltd., offer: A selection of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 5586. [C1027]

American Cars Wanted

ATTENTION!!!
SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 8691/3903, 345, High Rd., Wembley. [W4015/R]

AMERICAN car wanted for cash.—Valentine 4674, after 6 p.m. [W2018]

JOE THOMPSON (MOTORS), Ltd., require American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 5586. [W1027]

ARMSTRONG SIDDELEY

P & J
PASS & JOYCE, Ltd. (London and district distributors), offer:—

1950 Armstrong Siddeley Whitley saloon, grey, synchromesh gear; £875; one week's free trial, guaranteed, deferred terms available.

ARMSTRONG SIDDELEY estate cars, mounted on new standard ex-works 2.5-litre chassis, coachbuilt bodies in metal and polished hardwood, fully upholstered, disappearing bench seat to rear, load carrying floor area 6ft long by 4ft 6in wide, most attractive looking vehicles; demonstrations gladly arranged; also deferred terms if desired; 6 only available; price each £1,145, including purchase tax.—184, Gt. Portland St., W.1. Museum 1001. [C5039]

CAR MART Ltd.

1950 Armstrong Siddeley Lancaster saloon, heater, 25,000 miles; £775.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

B. J. HUNTER, Ltd., offer:—

1950 Armstrong Siddeley 18hp Lancaster saloon, fitted radio and heater, very fine order; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040]

H. A. SAUNDERS, Ltd., of Worcester.

1950 Armstrong Siddeley Hurricane drop head coupe, black with brown leather, one careful owner from new; £775.

USTIN House, Worcester. Tel. 2368. [C4008]

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 (May) Armstrong Siddeley Lancaster 4-door saloon, manual gear box, fitted with heater, colour blue, with hide upholstery, mileage 9,000, one owner, condition as new and unmarked, taxed; £775.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1631. [C4009]

LIMOUSINE 18hp, 1951, partition, forward occasional, black, privately owned; £1,025.—Box 0326, 8034

BARGAIN, 1951 Armstrong Siddeley Whitley saloon, blue, beige leather, fitted H.M.V. radio and heater, this car in perfect condition and immaculate interior; £715.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield, Tel. Enfield 3150. [C1075]

£165—1937 Armstrong 17hp sports saloon, excellent condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C8055]

ARMSTRONG SIDDELEY special 2-door sports saloon conversion, 2.5-litre chassis, finished in grey with blue leather interior, new and unregistered, one only available.

HENLYS, Ltd., 1-5, Peter St., Manchester, 2. Tel. 8064. [8064]

1946 (September) Armstrong Typhoon 2-door saloon, blue with blue leather, heater, taxed, excellent condition; £450.—Woking Motors (Maybury Hill), Ltd., Woking 1929. [C8057]

ARMSTRONG Typhoon saloon, black, 1948, superb specimen car, unmarked and indistinguishable from new; £250 maker's overhaul just completed, heater, link mats, etc.; £595.—Luton 5614. [8168]

ARMSTRONG SIDDELEY

1949 (18hp) Armstrong Siddeley Lancaster sun-shine saloon, 4-door, heater, spot light, Portland grey, maroon waistline, brown hide, immaculate throughout, splendid mechanical condition; £625.—Below

1948 Armstrong Siddeley Typhoon, heater, spot light, blue/grey, blue waistline blue hide, very nice appearance and mechanical condition; £495, both with 3 months' written guarantee; free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (Junction of North Circular and Great North Road), 3 minutes trolley E. Finchley Tube. Finchley 0052-53. [C4065]

JACK ROSE, Ltd., offer 1948 Armstrong Siddeley Typhoon saloon, a most attractive car inside and out, in green and black and green hide upholstery; accept £495.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056]

1948 Armstrong Siddeley Typhoon sportsman fitted head saloon, Black, Brown leather, fitted Bedford cord loose covers, heater, spotlight, etc., speedo reading 34,000, in lovely condition; £575, trade enquiries welcomed.

JOHN CAMPBELL, MOTORS, 415, Holloway Rd., N.7. North 4441. [C1056]

CAMDEN MOTORS for Armstrong Siddeleys.—18hp Hurricane drop head four-seater coupe (June, 1947), fitted reconditioned engine just 12 months ago (16,000 miles), original maker's finish, good hood and tyres, heater, fog and passlights, Nu-way mats, etc., a nice car; £475.

CAMDEN MOTORS for Armstrong Siddeleys.—Whitley 4-light saloon (October, 1951), late property wealthy Midland industrialist; this car has been chauffeur driven and maintained since new, fitted radio, heater, screenwash, Kar-robe seat covers, etc.; £595.

CAMDEN MOTORS for Armstrong Siddeleys.—17hp C. limousine, 1939, in truly remarkable condition for a pre-war car, less than three months ago the whole car was completely stripped down, engine dismantled, rebored, new pistons, remounted bearings, reground crankshaft, etc.; other units overhauled or replaced were as follows: front axle, steering assembly, road springs and shock absorbers, manifold, starter unit, dynamo, brake assembly, gear box, etc.; all bills and complete schedule of work being available, general appearance is excellent, wide occasional, division, etc., the whole car being in condition to give a really magnificent term of service; £395.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1055]

Armstrong Siddeley Cars Wanted

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320 Euston Rd., N.W.1. Euston 1212. [0171/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Armstrong Siddeleys.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

KIRKWOOD CARS buy pre-war Armstrongs.—79, Streatham Hill, S.W.2. Tulsa Hill 1268. [W2087]

ARMSTRONG in good condition for cash.—Tel. Valentine 2098 or 4674. [W2016]

CASS'S MOTOR MART require carefully used Armstrongs.—5, Warren St., W.1. Euston 4110. [W1040]

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 6000, Seven Sisters Rd., Tottenham, N.15. [0183/R]

7-SEATER privately owned 1938/39 Limousines required, also 18hp 1951/52—cash waiting. A. & S., 2, Providence Court, North Audley Street, Mayfair—29. [0585/R]

PASS & JOYCE, Ltd., London and District Distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0585/R]

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete over-hauls service, 48 hours exchange engine service; prompt guaranteed work by specialists.

PRESLECTOR gear boxes, exchanges, reconditioning, Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken 7501. [0644/R]

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preslector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R]

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works: Hawley Crescent, Camden Town, Tel. Gul. 4141. [0760/R]

ASTON MARTIN

DICKS

1939 Aston Martin 2-litre short chassis drop head coupe, very fast and attractive; £250.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

METCALFE & MUNDY, Ltd.

ASTON MARTIN DB, specially prepared for the Spa 24 hours, terrific performance with very economical upkeep.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

BROOKLANDE: Aston Martin Distributors.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

1935 Aston Martin MK. II long chassis, above average condition.—Hillingdon Motors, Uxbridge 412. [C2042]

ASTON MARTIN 1935 2-litre, short chassis, rebuilt, resprayed, chromed, new engine 1953, H.M.V. radio, heater, immaculate; £700.—Braine, Ingham 814. [0648]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

ASTON MARTIN 1½-litre Mk. II four-seater drop head coupe, black chassis AS 531/L, new hood, £365. —Wells, Roslyn Garland Rd., East Grinstead. (8141)
£498—Aston Martin 15/98 special drop head 2-seater coupe, 1938 series, duotone finish, interior to match, superb performance, exceptionally pretty car; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube). Exchanges, h.p. (C1017)

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. (0197/R)

HILLINGDON MOTORS are interested in buying Aston Martins.—325, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. (W2062)

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. (0198/R)

AUSTIN SEVEN

ROY'S special offer for only £39 down and 25/- p.w. 18 months, 1937 Austin 7 2-seater, taxed, or £120 cash.

ROY'S special offer for only £49 down and 32/6 p.w. 18 months, 1939 Austin Big 7 4-door saloon, good, or £147 cash; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Town Tube Station). Austin 2700 and 8894. (C3059)

1937 (Dec.) Ruby saloon, good running condition; £185; can be seen High Wycombe or London (Shepherds Bush 1462).—Box 0423. (8179)

1938 Austin Big 7 4-door saloon, in good condition throughout; £175.—91, Gerrard Lane, Wandsworth, S.W.18. Battersea 5770. (C4062)

NAYLOR & ROOT—1933 Austin 7, grey/red, heater (reg. Aug. 55), 150 miles only, unmarked throughout; £395; written guarantee—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

1938 Austin Big 7 saloon, 4-door; £180 or £60 deposit; we will take your radio or television in part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings, Tel. Seven Kings 5536. (C2048)

145 gns.—Austin 7 1933 supercharged Ulster sports 2-seater, duo-green, outside exhaust, etc., fully used, excellent condition, taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1939 Austin Big 7 4-door saloon, very good mechanically, exceptionally well maintained, excellent interior; £185 or £65 deposit, balance over 18 months; exchanges, insurance; 50 cars always in stock; cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7195. (8297)

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

AUSTIN A30

PHILIP RICKARDS, Ltd., offer:—

1953 Austin A30 saloon, grey, 400 miles only; part exchanges, deferred terms.—4, Brice St., Park Lane, London, W.1. Grosvenor 4772-3. (C5051)

JULY, 1953, Austin A30 saloon, black, heater, loose covers, taxed, 1,300; £570.—Leighton Buzzard 2172. (81337)

AUSTIN A30, heater, taxed, 7,000 miles; £1,337.—H. C. Paul, Ltd., 22, Bruton Place, W.1. Mayfair 0621-2. (C5040)

1953 Austin A30 saloon, grey, heater, loose covers, taxed, 1,700 miles only; £595.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Park 7345. (81354)

1953 (August) Austin A30 saloon, 25 miles only, taxed year, heater, 4-door, colour sea green; £595, o.n.o.

JOHN WILSON AUTOS, Ltd., Banderstead Rd., South Croydon, Banderstead 4260. (C4055)

PRIDE & CLARKE, Ltd.—1953 Austin A30 saloon, green/brown leather, 2,500 miles, heater, one owner, as new; £579; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3066)

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

AUSTIN EIGHT

W. J. BROWN, established over 30 years.

1947 Austin 8 saloon, black with brown leather, in really exceptional condition throughout; £375. Finchley Rd., N.W.5. Hampstead 4414. (C1025)

339 GUY ALFRED & Co., Ltd.—1947 Austin 8 saloon, 6-7 Warren St., W.1. Euston 3268. (C1005)

1947 Austin 8 de luxe saloon, excellent; £315; terms.—Vaughan, 17, Ashwood Mews, S.W.7. Fro. 4579. (C4038)

1947 Austin 8 4-door saloon, excellent condition, guaranteed; £350; exchange and terms.—Palmer, 4, Russell Gdns. Mews, Kensington, W.14. Park 9704. (C3034)

325 gns.—Austin 8 late 1947 de luxe saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead Tube), Hampstead 6041. (C4018)

AUSTIN EIGHT

1947 Austin 8 4-door de luxe saloon, black/brown leather, in superb condition, taxed year; £385.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C9026)

Austin Eight Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. (0952/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

AUSTIN TEN

DICKS

1940 Austin 10 saloon, same as post-war, a bargain; £295.

DICKS CAR SALES, Ltd., 383-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

GATEHOUSE offer:—

1940 Austin 10 saloon, black, £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. (C2021)

W. J. BROWN, established over 30 years.

1946 (July) Austin 10 saloon, black with brown leather, very well maintained and much above average; £405.

339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

1936 Austin 10 Sherborn saloon, perfect; £165.

1938 Austin 10, in extremely good condition; £250.

1938 Austin 10, in extremely good condition; £250.

1935 Austin 10, good condition; £125.—6, Rodmarston Mews, Dorset St., W.1. Welbeck 9811. (C2066)

1947 Austin 10 saloon, excellent throughout; £425.

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AUSTIN A40

AUSTIN A40 Devon, black, Jan. 1950; £535.

HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (8311)

1951 series Countryman; see under Utility Cars.—(C4065)

1949 A40 export model, heater, excellent condition, a snip at £420.—Tel. Bognor 2825. (83534)

1949 late Austin A40, green, with heater, clean car, £535.—Mill Road Garage, Barnet, Herts. (83534)

1953 A40 Somerset, seal grey, 52,000 miles, heater; £675.—Inwards, Ltd., High St., Ruislip 3035-4-5. (8279)

1951 (Dec.) saloon in green, radio, one owner, taxed; £565.—Seibornes 82 Park St., W.1. May. 4755. (7749)

LATE 1952 A40 saloon, perfect condition; £630.—L. Herbert & Mills, Ltd., 61, Portland St., W.1. Langham 5506-7. (C2036)

1948 Austin A40 Devon saloon, exceptional condition; £465.—S. F. Erskine & Sons, Ltd., Tel. Woking 350. (C2051)

£695—June, 1952, Somerset, 7,000 miles, one owner, black with brown leather upholstery and heater.

SEPTEMBER, 1951, A40, steering column change, 17,000 miles, one owner, equal to new; £595.—O. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2031)

1952 Austin A40 Somerset, beige, heater, one owner; £670.—Vanderella, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4037)

AUSTIN Somerset 1952, beige, radio, heater, Flame-thrower, Rimmelbushers, extras, immaculate; £695.—169, Cannhall Rd., Leytonstone. (82020)

1949 Austin A40, one owner, splendid car; £515.—Smith & Hunter, Ltd., 75, Kensington High St., London, W.14. Tel. Western 2512. (C4013)

1950 Austin A40, heater, radio, Tygan loose covers; £525.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. (C1014)

1951 (September) A40 saloon, column gear change, 11,500 miles, black/brown, upholstery covers, H.M.V. radio; £600.—Mayfair 5242. (C5050)

1951 Austin A40 Devon saloon, new engine fitted; £545.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (C1074)

1952 model Austin A40 Countryman, one owner, 25,000, unmarked; £595.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. (C1077)

1951 Austin A40 saloon very low mileage, excellent condition throughout, guaranteed; £575.—Herbert & Mills, Church Rd., Ashford, Middx., Tel. 2960. (C2035)

1950 Austin A40 Devon saloon, one owner, immaculate condition, guaranteed; £535; exchanges; terms.—Palmer, 55, York St., Twickenham, Poplar Grove 1890/7097. (C5054)

1953 (May) Austin A40 Somerset saloon, sliding roof, beige/beige leather, H.M.V. all-wave radio, small mileage, as new; £775.—Nicolas, 68, Cromwell Rd., S.W.7. (8123)

1952 (August) Austin A40 saloon, 10,000 miles, one owner, heater, immaculate condition; £675.—E. L. Mendel, Ltd., 65, Gt. Portland St., London, W.1. Langham 2261-2. (C3067)

1952 Austin A40 Countryman, 10,000 miles; £645.—British & Colonial Motors, Ltd. (Distributors for London & Home Counties), 15/14, Upper St. Martins Lane, W.C.2. Temple Bar 3568. (C1027)

HARVEY Latest Conchworth Deluxe streamline 6-Beater also 4-Beater full Deck, having equal to new; £1395, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1006)

525 gns.—Austin A40 1950 Devon 4-door saloon, grey, blue leather, radio, heater, one owner, excellent condition; taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead Tube), Hampstead 6041. (C4018)

1951 (Jan.) Austin A40 saloon, 15,000 miles only; one private owner, finished dark green, heater, spotlight, tailored covers, taxed December; £595; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. (C5013)

Austin A40 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 2/7, Euston

ROAD, London N.W.1

TELEPHONE: Euston 1212

1957 R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

FULL value paid for A40 or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

A. PETO, Ltd., 42, North Audley St., W.1. Want to purchase immediately late model Austin A40—May 5051. (W3045)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

AUSTIN 12 1/2 saloon, 1951, battered but reliable, 2,000 trouble free miles this summer; nearest £50, —Fleming 7270. (8179)
£325—Austin 12 1939, entirely reconditioned; would exchange Riley, Rover and cash.—Palmer Green 1956. (8151)
£195—Genuine 1958 Austin 12 1/4 Ascot saloon, runs well, clean, remarkable value; £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)
1938 Austin 12 saloon, resprayed, reupholstered, new tyres, very good mechanical condition; £265 or £30 deposit; we will take your radio or television in part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5536. (C2048)

Austin Twelve Cars Wanted

C
MTHE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (0955/R)
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

AUSTIN SIXTEEN

R F. FUGGLE, Ltd.
1948 (August), owned by one family since new, heater, radio and many other extras, coachwork and interior excellent; £545.
R F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. (C2017)
ANDOVER MOTOR Co., Ltd., offer:—
AUSTIN 16, engine completely reconditioned, immaculate coachwork and interior; £470.—Andover Hants. Tel. 5405. (C1003)
HEARSE 16hp Deck, Brand new, full equipment, immediate delivery £1,455. All Enquiries.
T O only address, Station Approach Kew Gardens, Alpe & Saunders (Coachbuilders), Ltd., Richmond 1161. (8249)
£485—1948 Austin 16hp saloon, black, brown upholstery, one owner, in excellent condition.
DENHAM SERVICE STATION Ltd., Denham Bucks. Tel. Denham 2266. (C1070)
21000 miles Austin 16, 1949; £545.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (C1076/1)

1949 Austin 16hp hire car, black cellulose with brown leather upholstery, one owner, in excellent mechanical and body condition; 5999.
ANY inspection and trade enquiries invited.

H P. terms available.

MEALING MOTORS, Ltd., 99, Richardson St., High Wycombe 2476. (8313)

1947 (September) Austin 16, 22,000 miles, one owner, very carefully used; £450.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. (C1058)

1948 Austin 16 de luxe saloon, finished black, brown leather upholstery; fitted heater and A.C. wheel discs, exceptional condition; £415.
H W. MOTORS, Ltd., Walton-on-Thames 2404/5/6. (C2042)

HIRE CAR Limousine, partition, 7 seats, black, leather, radio, taxed; £775; terms.—Rogers Garage, Wellesley Avenue, Hammersmith, W.6. Riv. 2644. (C3054)

1948 Austin 16, black, brown leather, one owner, in beautiful condition; £495.—L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

AUSTIN 16 saloon, one owner, 1948, low mileage, first-class cond.; £475.—Dean, Dukes Rd., W.5. Acorn 2269. (8343)

1949 (Sept.) Austin 16 saloon, black with brown leather, splendid condition throughout; £495.—Pantles Service Garage, London Rd., Guildford 5326. (C3035)

1937 Austin 16 black sun saloon, 7,000 miles since complete engine reconditioned, 25 m.p.g., new battery, fitted trunk in boot, 5 perfect tyres, immaculate throughout, demister, spot, exterior mirror, taxed Dec.; £255 o.n.o.—Tot. 3575. (8156)

HIRECAR Limousine (registered August 1953) partition, forward occasional, leather, genuine mileage 560, opportunity, £1055, another similar, mileage 10,000, private, £890. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

Austin Sixteen Cars Wanted

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CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD London N.W.1

TELEPHONE: Euston 1212. (0955/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

1946 and 1949 Austin 16 required for cash, must be in exceptionally good condition, letter only.—6, Neville's Court, Dollis Hill Lane, N.W.2. (8063)

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

1948 Austin 16, black, brown leather, one owner, in beautiful condition; £495.—L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

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1949 (Sept.) Austin 16 saloon, black with brown leather, splendid condition throughout; £495.—Pantles Service Garage, London Rd., Guildford 5326. (C3035)

AUSTIN A70 & A90

CAR MART, Ltd.,
LONDON Distributors.
1951 Austin A70 Hereford saloon, heater, 11,000 miles; £675.
1953 Austin A90 Atlantic saloon, heater, 2,000 miles; £695.
1950 Austin A90 Atlantic convertible, heater, 27,000 miles; £625.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)
J DAVY, of Kensington.

6000 miles.—A70 Hereford, 1955, one owner, £225; another 1952 at £695 and £735.—180/4, Kensington High St., Western 9641, and 215, Brompton Rd., Ken. 1108. (1069)

SWANMORE GARAGE offer:—

1951 (Sept.) Austin A90 saloon; £725.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. (C4024)

H A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, blue with blue upholstery, heater, recorded mileage 26,000; £435

836—842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

MAYFAIR COUNTRY CARS offer:—

1951 (June) Atlantic saloon, outstanding condition, radio, heater, taxed December; £725.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. (C3008)

H A. SAUNDERS, Ltd., of Worcester.

1952 Austin A70 Hereford drop head coupe, maroon with red leather, 19,000 miles only; £765.

AUSTIN House, Worcester. Tel. 2569. (C4005)

1953 A70 saloon, new, black, sun roof, heater.—Mayfair 5242. (C3030)

1952 Austin A90 saloon, black, radio, heater, 12,000 miles, one owner; £795.

RIPCO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park. 2952/3/4. (C5052)

£825—1952 A70 saloon, beige, one owner, unblemished, low mileage, interior perfect.—Bankart, Rutland St., Leicester. Tel. 21257.

1949 Austin A70 Hampshire saloon, grey, one owner, very clean, good tyres, a really genuine car; £525.—Sands, Burnham, Bucks 1084. (8253)

JULY, 1951 Hereford, 19,000 miles, blue with blue leather upholstery, one owner; £725.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. (C1028)

1952 Austin A70, 11,000 miles, black, brown leather, immaculate; £845.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. (C3014)

1952 Austin A70 Hereford saloon, grey, 12,000 miles only, well kept; £725.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

1952 model Austin A70 Hereford saloon, fawn, brown leather upholstery, heater, one owner, 15,000 miles; £695.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8092. (C3004)

£595—1950 Austin Atlantic drop head fourseater, coupe, electric hood, built-in radio, heater, etc., fawn leather, exceptional value.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1950 A70 Hampshire saloon, black, radio, heater, excellent condition; £615.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1951 A90 hard-top saloon, black with red hide interior, superb condition throughout; £695.

1951 A90 hard-top saloon, black with red hide interior, superb condition throughout; £695. exchanges, terms.—Harold Webb Motors, Ltd., Romford Rd., E.12. Iford 3151-2. (8303)

1950 (July) Austin A70 Hampshire saloon, 20,000 miles only, finished attractive blue, fitted radio, heater, loose covers, taxed December, as new; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.3. Tudor 2501-3. (C3018)

Austin A70 and A90 Cars Wanted

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CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD London N.W.1

TELEPHONE: Euston 1212. (0955/R)

AUSTIN wanted in good condition for cash.—Valentine 4674, after 5 p.m. (W2018)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

1937 Austin 18hp shooting brake; £220.—Connaughtmore Kinnerd Rd., Camberley. Tel. Camberley 1595. (8106)

AUSTIN EIGHTEEN

1937 Austin 18hp shooting brake; £220.—Connaughtmore Kinnerd Rd., Camberley. Tel. Camberley 1595. (8106)

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1937 Austin 18hp shooting brake; £220.—Connaughtmore Kinnerd Rd., Camberley. Tel. Camberley 1595. (8106)

AUSTIN EIGHTEEN

CAMDEN MOTORS for Austin 18's.—7-seater long chassis model, 1937, upholstered in red leather throughout, easy clean wheels, rear luggage boot, face-forward occasional seats, etc., definitely above average condition generally, sound bodywork, no rust, good chassis, quiet engine and gear box; £265.
CAMDEN MOTORS for Austin 18's.—Chalfont limousine, 1937, privately owned, carefully and quite sparingly used, leather upholstery front and rear, division, face-forward occasional, discs, etc., history available; £285.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

Austin Eighteen Cars Wanted

C
MTHE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (0955/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

7-PASSENGER privately owned 1937/38/39 Limousines, also Saloons, urgently required, cash waiting. A. & B., 2 Providence Court, North Audley Street, Mayfair-2941. (W1006)

AUSTIN A125 & A135

CAR MART, Ltd.,
LONDON Distributors.

1951 Austin A125 Sheerline saloon, 22,000 miles; £1,050.

1950 Austin A135 Princess saloon, 27,000 miles; £895.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

B. J. HUNTER, Ltd.,

1949 Austin Sheerline saloon, maintained regardless of cost, definitely unmarked; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. (C2040)

SCOTT CARS offer:—

1950 Princess, radio, heater, immaculate throughout, bargain; £845.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C4016)

TOM GARNER, Ltd., offer

1953 Austin A125 Sheerline saloon, black with fawn leather, 350 miles only; £1,595.

TOM GARNER, Ltd., 10-12 Peter St., Manchester 2. Blackfriars 9265-6-7. (C2020)

RUSSELL MOTORS, offer:—

1952 Austin Princess saloon,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

LIMOUSINE 1951 partitioned Sheerline, forward occasional, black, unblemished, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.

LIMOUSINE 7-passenger Sheerline required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

AUSTIN MISCELLANEOUS

1950 Austin A70 saloon, excellent, £550; also 1949 Austin 16 saloon, meticulously maintained, heater, etc.; £500.—Autowork, Ltd., Winchester, Tel. Winchester 4834. [C1010]

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R]

AUSTIN wanted in good condition for cash.—Valentine 4674, after 6 p.m. [W2018]

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 9000. Seven Sisters Rd., Tottenham, N.15. [0598/R]

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southampton, Tel. 2265. [0788/R]

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235. [0541/R]

H. F. EDWARDS urgently require good Austin for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. [W2003]

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0125. [0414/R]

NORMAND, Ltd.
HAVE your car serviced by the experts.
SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0356]

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717); and 392, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R]

C. O. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London & W.1. Victoria 2211. [0271/R]

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0505/R]

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0721/R]

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamo, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3290/3769. [0488/R]

NEW gears, parts, reconditioned, guaranteed, 7, 10, 12, exchange rear boxes; shock absorbers; all types repaired.—Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Prim. 6159. [0387]

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Petham, Middlesex. Tel. Petham 4274-5. [0399/R]

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R]

AUTOVIA

GATEHOUSE offer:—

1938 Autovia, black; £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

BENTLEY (3½, 4½-litre and New 4½-litre)

P.B. Ltd. offer:—

1936 3½ Bentley (P.B.) Freestone & Webb, mitted edge, sports saloon.

PADDON BROS., 60, Chesham Place, South Kensington S.W.7. Tel. Ken. 4777-7478. [C3033]

BENTLEY (3½, 4½-litre and New 4½-litre)

H. R. OWEN, Ltd.
LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:

1952 Bentley 4½ standard steel saloon, moss green with beige hide, 4,000 miles; £3,750.

1952 Bentley 4½ standard steel saloon, Tudor grey with pale blue hide, 25,000 miles; £3,550.

1951 Bentley James Young sports saloon, black and grey with pale blue hide, 52,000 miles; £4,400.

1950 Bentley H. J. Mulliner lightweight sports saloon, Oxford and Cambridge blue with blue hide, 14,000 miles; £4,550.

1950 Bentley Park Ward 2-door F.H.C., black and cream with beige hide, 25,000 miles; £3,950.

1950 Bentley standard steel saloon, dark grey with pale blue hide, 20,000 miles; £3,950.

1949 Bentley 4½ Mann Egerton sports saloon, black with light brown hide, 11,000 miles; £3,650.

1949 Bentley standard steel saloon, light beige with beige hide, 41,000 miles; £2,600.

1939 Bentley 4½ Park Ward overdrive sports saloon, black and grey with grey hide; £1,850.

1938 Bentley 4½ Mann Egerton sports saloon, black with green hide; £1,600.

1936 Bentley 4½ Park Ward D.H.C., black with brown hide; £975.

1935 Bentley 3½ Thrupp and Mahery sports saloon, black with brown hide; £725.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.
17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3052]

C. M. CAR MART, Ltd.

1953 Bentley H. J. Mulliner lightweight 4-door sports saloon, 3,000 miles; £2,450; 1951 52 Bentley 4½-litre standard steel Mark VI saloon (big engine), 10,000 miles; £3,450.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly), Grosvenor 3434. [C1039]

J. B. JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE: 1952 (big-bore) Mark VI special lightweight saloon by H. J. Mulliner, painted metallic grey with maroon leather upholstery, speedometer reading 11,000 miles; price £3,350.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May 7444. [C1082]

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines), Also Bradford, Leeds and Sheffield. [0506/R]

FRANK DALE offers:—

BENTLEY 4½ Park Ward 4-door sports saloon, new condition, exceptional chassis, guaranteed, taxed year; £975.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4681. [C1067]

J. DAVY, of Kensington

1949 Bentley 4½-litre standard steel saloon, 16,000 miles, one retired owner-driver, unfaultable, £2,675; also another unblemished specimen of this series at £2,595 that has covered 50,000 miles; demonstrations by appointment.—180, 4, Kensington High St., Western 9641; and 215, Brompton Rd., Kent. 1108. [C1069]

JACK OLDING of Mayfair.

OFFICIAL Bentley and Rolls-Royce retailers, offer early delivery of new cars with standard and special coachwork; also the following selection of their used Bentleys:—

1952 Mark VI Bentley standard saloon, 18,000 miles, for sale on behalf of customer; £3,600.

(June) 4½-litre standard saloon, black, brown leather, one owner, 28,000 miles; £3,150.

1951 (April) 4½-litre standard saloon, black, brown leather, 28,000 miles; £3,150.

1951 (March) 4½-litre standard saloon, grey, polished wood, 38,000 miles; £2,850.

1949 (March) 4½-litre 2-door Countryman saloon, grey, polished wood, 38,000 miles; £2,850.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3050]

ROBELL MOTORS offer:—

1948 Mark VI Bentley standard steel saloon, 54,000 miles, only blue and blue leather; £2,150.

1938 1.5 litre 4½ Bentley Park Ward saloon, exceptional mechanically, black with blue leather; £1,125.

1934 (Nov.) C.R. series 3½-litre Bentley saloon by Thrupp & Mahery rebored, new tyres, radio, etc.; £775.

ANV trial & examination

ROBELL MOTORS (KNIGHTSBRIDGE) Ltd., 47, R. Sloane St., S.W.1. Tel. Sloane 3285. [C3060]

BENTLEY (3½, 4½-litre and New 4½-litre)

SWANMORE GARAGE offer:—

1951 Bentley 4½ Mark VI; £3,265.

1949 Bentley 4½ Mark VI; £2,395.

1948 Bentley 4½ Mark VI James Young; £2,895.

1936 Bentley 3½-litre; £875.

1936 Bentley 6-litre; £375.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 45344. [C4024]

TAYLOR & CRAWLEY offer:—

1949 Bentley (DZ) 4½-litre p.s.e. saloon, 32,000 miles only, most attractively finished in dual colour; £2,525.

1947 Bentley (AK) 4½-litre p.s.e. saloon, 42,000 miles only, many latest modifications; £1,925.

1949 Bentley (EY) 4½-litre drop head coupe by Park Ward, power operated, 15,000 miles, one owner, immaculate.

48, Kensington Court, W.8. Western 6015. [C4036]

MANN EGERTON & Co., Ltd.

1951 Bentley Mk. VI standard steel saloon in two-colour scheme of vine and green and grey, fitted with sunshine roof, radio and heater, 50,000 miles, in superb condition; £3,175.

14, Berkeley St., W.1. Hyde Park 2073. [C2006]

PHILIP RICKARDS, Ltd. offer:—

1947 Bentley Mark VI drop head foursome coupe by Hooper, black, brown, and red over green and grey, less condition; part exchanges, deferred terms, etc., 4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

MASCOT MOTORS, Ltd. offer:—

1937 (Oct.) 4½-litre KT series Freestons & Webb razor edged sports saloon, good history and condition; £1,050.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbrooke Grove, W.10. Ladbrooke 1231/2. [C3007]

SLOCUMBS, Ltd., Willesden 4869.

WE offer 1951 (registered Jan.) 4½ standard saloon in two-tone grey at £3,000, which we concede is expensive but deny is dear, as it is quite exceptional, your visit is most welcome here.

PART exchanges and hire purchase facilities available.

WE close at 7.30 p.m. (Saturdays 6 p.m.).—Write, call of telephone Slocombs, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017]

KNIGHTSBRIDGE MOTORS, Ltd.

1934 (August delivery) Bentley 3½-litre sports saloon by Freestone & Webb, one owner since new, full maker's history, and in first-class condition throughout, maker's engine overhaul 18,000 miles ago, finished in blue with dark blue leather; £550.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2063]

McKINNON MOTORS, Ltd. offer:—

1950 (Sept.) Bentley Mark VI standard steel saloon, black, powder blue leather, radio, heater, taxed December, 17,000 miles only, a rare specimen; £2,375; part exchanges and confidential terms.

McKINNON MOTORS, Ltd., Langham House, 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3403. [C3020]

!! Chippstead Motors, Ltd.—See our advertisement under "Sports Cars" [C1046]

CHARLES FOLLETT, Ltd., accredited Rolls-Royce & Bentley repairers & retailers, offer:—

1950 Bentley Mark VI standard steel saloon, two-tone grey, 55,000 miles, excellent condition throughout; £2,850.

1949 Bentley Mark VI 4-door sports sal. by H. J. Mulliner, black, blue leather, very good history, most attractive car, highly recommended; £2,850.

OFFICIAL Retailers & Repairers.—18, Berkeley St., W.1. Mayfair 6266. Service Works & Stores.—Barnesdale Yard, off Egin Ave., W.9. Gunningham 5958. [C2010]

1950 (Sept.) Bentley H. J. Mulliner saloon, fawn leather, covers, radio, 5,000 miles only, condition like new.—Below.

1953 (Aug.) Bentley steel saloon, 300 miles.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

1950 Bentley standard steel saloon, nominal mileage as new throughout, £2,695.—Hopkins East Putney. Tel. 4581. [C3010]

BENTLEY 4½ Park Ward saloon, works maintained, taxed, excellent condition.—Hogben's Garage, Newport Salop. Tel. 2377/8. [6258]

£645 1951-1955 Bentley 3½-litre Thrupp & Mahery streamline sports saloon, outstanding vehicle, 5 months' guarantee; hire purchase, exchanges.

LAMB'S Finchley Showrooms, 421/423, High Rd. Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1931 Bentley 4½ blown drop head four-seater coupe, original paint work, chrome radiator, excellent tyres, £300.—Automo. Ltd. Hampstead 3480. [6283]

1950 standard steel Bentley, 2-tone grey, one owner, always serviced by leading Rolls-Royce agent; £2,375.—Central Garage, Croydon 7464. [6501]

CLARKES of PIRBRIGHT, official Bentley retailers, offer 1953 model 4½-litre Bentley large boot, duogrey, chauffeur maintained.—Pirbright, Surrey. Brookwood 2201-2. [C1049]

1951 (May) Bentley standard steel saloon, black with beige leather, mileage 21,000, all new India tyres, taxed; this car is in original condition and unmarked; £3,050. [C3011]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

1937 Bentley Park Ward 4½-litre saloon, completely overhauled, extras include radio and heater; £1,095.—Anthony Crook, Caterham Hill, Surrey. Tel. 2232/5. [C1065]

BENTLEY 4-litre 1932, fitted new £300 aerodynamic open 4-seater body, new tyres, taxed; £200 or exchange smaller.—C. Arnold, 8, Homestead Way, Northampton. Tel. 51001. [6212]

1935-6 Bentley 3½-litre Park Ward sportsman's saloon, this car is unmarked, finished in black with dark blue leather interior, fitted many extras, a really genuine example; £675.—Maidstone Engineering Co., Cross St., Pendleton, Ralford, 6, Manchester. Pen. 3457. [C3000]

BENTLEY 1947, black Hooper drop head, magnificent condition, capable of passing Bentley's test, chauffeur driven, mileage 58,000, no dealers; £3,000 o.n.o.—King Dunstan, Hyde Park 3101. [6133]

1951 (Nov.) big bore Tudor grey Standard Steel, all latest modifications and extras, maintained by makers and in really first-class condition, new tyres just fitted; £3,250, no offers.—Box 043. [6352]

1936 Bentley 4½ Park Ward saloon, black, brought to standard by Bentleys few months ago, £600 bills, coachwork immaculate; reasonable offers only.—Philip, Rosario, Newton-le-Willows, Lancs. [7875]

BENTLEY late 1949 Park Ward drop head coupe, metallic blue and black, blue hide, automatic hood and windows, radio, speaker front/rear, heater, new tyres, 53,000 miles, immaculate throughout.—Box 064. [8061]

1947 Standard Steel Mark VI Bentley, 60,000 miles, complete history; £1,875 (part exchange welcome).—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

1934 3½-litre Bentley open sports 4-seater, rear axle ratio, recent £300 overhaul; £565; guaranteed for 12 months.—Compton's, Bentley Specialists, 69, Westow St., Crystal Palace, Livingstone 3562. [6285]

1947 Standard Steel Rolls-Bentley Mark VI with 1949 body modifications, in superb condition throughout, an exceptional car for its year, driven and maintained as a show car for our coachbuilding department; £2,300.

A.L. inquiries to Head Office, Cars Auto Sales, Ltd., Standard House, South End, Croydon. Tel. 77372 don 6988.

ROSE & YOUNG, Ltd., offer 1949 Bentley Mark VI standard steel saloon, 36,000 miles only, immaculate condition; £2,365.—65-69, Stenhouse Ave., Streatham Hill, S.W.3. (1 minute Streatham Hill Station). Tulsa Hill 6464. [C3057]

BENTLEY Mark VI, 2-door sports saloon, coachwork by James Young, finished black with grey leather upholstery, very carefully used, first registered May, 1947, speedo reading 40,000 miles; exceptional condition throughout; £2,350; insurance and h.p. terms arranged.

WADHAM BROS., Ltd., Automobile House, Banister Rd., Southampton. Phone 2991, Extn. 56.

JACK ROSE, Ltd., offer: 4½ Bentley 4-door razor-edge saloon by Freestone & Webb, in black and red hide interior almost unmarked, radiator and all bright parts silver plated; car with Bentley history; accept £1,075.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C3056]

ROLLS Bentley 1936 (March) 4½-litre Gurney Nutting 4-door sports saloon, black/grey, chassis B.162/Ls, fitted push-button radio, windscreen wiper, heater, etc., Bentley history with car; £1,300; part exchange, terms.—Apply Mollett, 33, Shirley Rd., Southampton. Tel. 71735 and 74224. [8055]

1939 Bentley 4½-litre Vanden Plas 4-seater convertible, one owner only, total mileage 79,000, £600 complete overhaul by Bentley's at 65,000 miles, recoloured grey, new grey hood, red leather, radio, whole car immaculate; £1,675.—A.F.N., Ltd., Falcon Works London Road, Isleworth, Middx. (Hounslow 6011.) [C2915]

BENTLEY 1950 Vi, PSC saloon, privately owned, black with powder blue hide and deep blue metal, impeccable interior and exterior, super mechanical condition, checked by agents, all necessary work carried out, plus engine mod., tyres as new, spare unused, many extras, chauffeur driven, absolute genuine snip, £2,645; consider small car.—A., 1023, Garratt Lane, S.W.17, Balham 3351. [7253]

SPORTS 4-door 3½/1934 H.J.M. Saloon, leather, boot, £300 Derby overhaul, nice chassis, exceptionally attractive history available, exceptional value; £645. Aipe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

BENTLEY (PRE 1931)

L. F. WARD, Ltd.

1928 4½-litre open 4-seater, ex Tim Birkin Le Mans car, recent £450 engine overhaul, outstanding car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043]

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars". [C3041/R]

1925 Red Label Bentley, short chassis series s.s.; £250 o.n.o.—Robinson, Bedford Dye Works, Clapham Rd., Bedford 67341. [7699]

RED Label 3-litre (15.9hp) Bentley sports 4-seater, V.D. Plus, magnificent throughout, photos free; consider exchange £10hp.—Peck, South Muskharn, Newark. Tel. 2438. [8175]

Bentley Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150 Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [0598/R]

SEE "Exchange,"—Lewis Motors, Gerrards Cross. [3067]

Bentley Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Bentley.—Hampstead (Tube), N.W.3, Ham. 6047. [W4016/R]

1938 Bentley foursome d.h. coupe or saloon.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [8082]

O
RIGINAL Bentleys wanted, good prices paid for cars in specimen order.

C. WIMBUSH, Ltd., 312, Earis Court Rd., London, S.W.5, Frenant 8401. [W4056]

WANTED, Mark VI Bentley, colour grey, small mileage, by private purchaser.—Box 0429. [8237]

BENTLEY Mark VI wanted, preferably under 30,000 miles.—Bowles, 2, Elm Par Court, Finner, Tel. 360.

BENTLEY required; drop head coupe preferred, but not essential; must be after 1949.—Box 0408. [8126]

8-litre open sports Bentley wanted privately; send particulars and where car can be seen to Box 254. [W4056]

1948 Mark VI urgently; good price paid for specimen car.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012]

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St., Midland 2437. [0357/R]

WEYBIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R]

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Pinchergate, Preston. Tel. 6245. [W2064]

BENTLEY sports saloon (1934/1939) required; must be in good condition and pass Bentley test.—Smith, "Barncluth," Tanworth-in-Arden. [8117]

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by
spending a few shillings
on an advertisement in
these columns.

Many thousands of readers
search "THE AUTOCAR"
each week and will see
YOUR advertisement.

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3050]

TAYLOR & CRAWLEY will buy low-mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—48, Kensington Court, W.8. Western 6015. [W4036]

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R]

R. S. MEAD (SALES), Ltd., are interested in purchasing any post-war Bentley cars.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [W3011]

WANTED, post-war Bentley, have for sale at Wellington, Surrey, modern detached freehold 4-bedroom house with ½ acre of garden, would accept Bentley and £2,500 for quick sale.—Please ring Uxbridge 2062. [7673]

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18 Berkeley St., W.1. Mayfair 6266. Service works and stores, Barnsley Road, off Elgin Ave., W.9. Tel. Cunningham 5936-78. [0592/R]

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close Rth. Wimbledon Tube). Liberty 7222 (8 lines). [8102/R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsley Road, off Elgin Ave., W.9. Tel. Cunningham 5936-78. [0593/R]

Bentley Spares and Service

A.L. spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [0490/R]

JACK OLDING, official retailers and repairers reception in the heart of Mayfair, complete overhauls, mechanical or coachwork.—Tel. Mayfair 5252 for collection.—18, Providence Court, W.1. [8330/R]

B.M.W.

Chippstead Motors, Ltd.—See our advertisement under "Sports Cars." [1046]

£298—B.M.W. 12 drop head foursome sportsman's coupe, 1937 type, very attractive special finish, interior to match, superb performance; choice 3 BENTMOTORS, 1, Clarendon Rd., West Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017]

100 mph plus 528 B.M.W. 2-seater l.h.d. roadster, the appearance of this car is superb, recently recoloured in silver grey, interior to match in leather, mechanically the car is without doubt one of the finest examples offered, the performance is literally stupendous, the acceleration is colossal; we will demonstrate to genuine customers at over 100 mph; offered at the genuine bargain figure of £495; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Ralford, 6, Manchester. Pen. 3457. [C3000]

B.M.W. Cars Wanted

B.M.W. 327/28 4-seater saloon, in good condition, for South Coast doctor.—Box 0340. [8060]

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3, Ham. 6047. [W4016/R]

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled, exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R]

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R]

BRISTOL

J. DAVY, of Kensington.

BRISTOL 400 saloon, 1950 (May), H.M.V. radio, heater, one owner, close ratio gearbox, Newton shock absorbers, just decarbonised, brakes relined and new tyres, bodywork extremely good, mechanically an outstanding good chassis that handles superbly, many late modifications including cylinder liners, opening rear window, large seating, etc., etc., demonstration by appointment; £1,250.—Davy 190/4, Kensington High St., Western 8641, and 215, Brompton Rd., Ken. 1108. [C1069]

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R]

Chippstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

ANTHONY CROOK offers the largest selection of used Bristol cars in the country, including:—403 saloons, new from stock.

1953 401 saloons, new from stock.

1949 Bristol 400, colour bronze, radio, mileage 25,000, one owner.

1950 Bristol 400, radio, mileage 35,000.

1950 Bristol 401, Cambridge grey, radio, mileage 39,000, one owner.

1951 Bristol 401, heather grey, 15,000 miles.

1952 Bristol 401, heather grey, radio, mileage 12,000, one owner.

OTHER used Bristols are passing through our works and coachbuilding dept. before being offered for sale; we will take any make of used car in exchange; please write for details if any of the cars listed above are suitable; we would like you to call, see and drive the new Bristol 403.—Anthony Crook, The Bristol Distributor, Caterham Hill, Surrey. Tel. 2232/3. [C1063]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R]

1953 Bristol 401, azure blue, beige leather, reg. 29/4/53 mileage 817; £2,500.—F. Lewis, 16D, Marsham Chambers, Station Rd., Gerrards Cross. [7406]

BRISTOL 400 saloon, extremely fast, smart car, with radio, windscreen washers, etc.; £885.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036]

1953 (June) Bristol 403, grey with beige leather, screen washers, genuine mileage 2,200; £2,675.—Liburn Garage (Bristol Distributors), Torquay, Tel. 7041-2. [8066]

1949 Bristol 400, 30,000 miles, bills for £400 available; £1,125; (part exchange welcomed).—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

FRAZER-NASH CARS usually have in stock for sale used Bristol cars in good condition at reasonable prices.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth Middlesex. (Hounslow 0011.) [C2015]

1950 Bristol 401 saloon, in Bristol red, radio and heater, taxed, beautiful condition, looks as new; £1,650; consider part exchange.—Southwinds, Smugglers Walk, W. Worthing. Goring-by-Sea 42151. [C4027]

1953 type 403 saloon, 2,500 miles only, finished in metallic chrome pattern with beige leather, in perfect condition throughout and as new.—George Newman & Co. (B'nton), Ltd., 39-40, Old Steine, B'nton 28102-4. [8072]

1952 (May) Type 401 16,000 miles, finished in heather grey with beige leather, superb condition throughout, one owner since new; £1,975.—George Newman & Co. (Brighton), Ltd., 39-40, Old Steine, Brighton 25102/4. [C9023]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bristol Cars Wanted
B. J. HUNTER, Ltd.
FOR immediate purchase of your Bristol.
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]
£1350 cash, for best 401 offered.—4, Vernon Rd., Salford, 7. Broughton 1792. [W2070]
REQUIRED, good used Bristol.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hamstead (Tube). N.W.3. Ham. 6041. [W4018/R]
A.F.N. Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [W4076/R]
H.F. EDWARDS urgently require good Bristol for immediate cash; distance no object.—Details please to 25, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

BRITISH SALMON
BRITISH SALMON 12-50 sportsman's 4-seater d.h. coupe, all aluminium C.B. body, original pearl grey finish, no rust, late 1938, an exceptional hand-built research engineer's motor car, i.f.s., cantilever rear, large balloon tyres, like new, holds the road like a scared cat and corners as a proper thoroughbred should corner, twin overhead camshafts, 14-litre polished engine, hydraulic brakes, knock-on hubs, beautiful interior and a price of ownership motor car over 32 mpg and really fast, 300 miles trial, photo available to genuine enquirer, genuine private bargain; £220.—19, Clarence Rd., Manchester, 21. Tel. Chorlton 1298. [W1890]

BROUGH SUPERIOR
B. J. HUNTER, Ltd., Willenden 4869.
1936 four-seater drop head 20hp in grey and red, 5 new tyres, a rare carriage, bills for £500 overhaul; £295, or £100 deposit, part exchanges or motor cycles; existing h.p. accounts settled.
WE close at 7.30 p.m. (Saturdays 6 p.m.).—Write, call or telephone Slocumbes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willenden 4869. [C4017]

B.S.A.
1939 B.S.A. sports saloon, original condition, fine performance, 199.
1936 B.S.A. 2-seater, black, engine overhauled, good tyres, taxed; £125.—Elm Auto Sales, 69, Hartfield Rd., Wimbledon. Wimbledon 4825 and 0472. [W310]
1937 B.S.A. Scout saloon, very clean car, mechanically perfect; £180 or £60 deposit; we will take your television or radio in part exchange; terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048]

B.S.A. Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube). N.W.3. Ham. 6041. [W4018/R]

B.S.A. Spares and Service
BASIL ROY, Ltd.—(Scout model) spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733 [C1044/R]

BUCKLAND
1953 Buckland tourer, used as demonstrator only, full guarantee, grey cellulose, blue leather, wire wheels, heater, etc. list price.—Buckland Body Works, Ltd., Buntingford, Herts. Tel. B'ford 87. [W1838]

BUGATTI
ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—
TYPE 578, rebuilt regardless of cost and registered 1950, 2-seater sports, winner of many races, genuine 115 m.p.h., docile in traffic, fitted with 4 S.U. carburetors, in faultless condition; photo available; £495. [C1001]
CHILDREN CARS offer a Type 49 sports saloon, coachwork by Prestone & Webb; £285; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2080. [C1045]

Bugatti Spares and Service
J. LEMON BURTON, Bugatti, service, London Rd., Kilburn, N.W.6. Maids Vale 1351 [C071/R]

BUICK
SIMPSON'S offer
1947 Buick, pear-shaped body, 2-door, fitted with radio, heater and all extras, colour blue.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345 High Rd., Wembley. Wembley 8691/3903. [C4015]
BUICK convertible, 1948, one owner, many extras; £850; exchange and terms.—Valentine 4674, after 6. [C2018]
LIMOUSINE 1937, roomy 7/8-seater, renovated not ex-hire, £385.—exchanges.—Lawton-Goodman, 135, Crickwood Broadway, N.W.2. [C2022]

RHD
1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4088]

1949 Buick Super Jet Back Sedan, 24,000 miles only, one owner, radio, heater; £1,175.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036]

1937 Buick Straight 8 30hp 4-door sliding roof saloon, black interior blue leather as new, body perfect, mechanically 100%, privately owned; £200.—Imp. 4568. [W289]
£345—1939 Buick 31hp Viceroy 6-seater saloon, late type model, luxuriously equipped with American seat covers, steering column gear change, rimbellahers, parcel-shield, overriders, etc., late property of private owner who spent over £200 on the car including complete reconditioning of engine, gearbox and suspension last year, colour midnight blue, all six tyres practically brand new Fort Dunlop.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1939 Buick close coupled four-seater coupe, black, steering gear change, beautiful condition. £385; terms, exchanges.—Louis & Co., 56, Lancaster Mews, London, W.2. Padd. 9196. [W274]

BUICK Cars Wanted
JOE THOMPSON (MOTORS), Ltd., require Buicks.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

METCALFE & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064]

7-SEATER private 1937/38 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers, also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C0304/R]

H.F. EDWARDS urgently require good Buick for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willenden Junction N.W.10. Tel. Elgar 7911. [C1041/R]

CADILLAC
1948 Cadillac convertible, all power operated, hydramatic, low mileage; £1,775.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036]

RHD 60 special 4-door saloon, black, 1938, fitted radio, heater and many extras, mileage 15,000, completely overhauled by Lendrum & Hartman, July, 1952, at cost of £450; full history available; no reasonable offer refused; inspection and trial by appointment.—Gardner, Woodhurst, 2, Moor Green Lane, Birmingham, 15. South 3265. [W259]

Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

METCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C0304/R]

Cadillac sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willenden Junction N.W.10. Tel. Elgar 7911. [C0312/R]

CHEVROLET
SIMPSON'S offer

1952 Chevrolet saloon, 2-door, fitted with all extras, colour pastel green.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345 High Rd., Wembley. Wembley 8691/3903. [C4015]

GATEHOUSE offer:—
1936 Chevrolet saloon, black, one owner, 36,000 miles; £265.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

B. J. HUNTER, Ltd., offer:—
1921 Chevrolet tourer, vintage condition throughout; £95.
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [C2064]

1949 Chevrolet Styleline 2-door saloon, r.h.d., heater; £1,095.
1949 Chevrolet Styleline 4-door saloon, radio and heater, right-hand drive; £1,195; choice of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

RHD Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

£195—1937 Chevrolet 26hp 4-door black saloon, excellent runner, bargain; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1948 American Chevrolet luxury sedan, any eye-catching family saloon with radio and many extras, 20mpg, sacrifice at £480.—32, Carlisle Terrace, Southwick, Co. Durham, Tel. Sunderland 56361. [W541]

Metcalfe & Mundy, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers, also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R]

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R]

Chevrolet Spares and Service
CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R]

CHRYSLER
SIMPSON'S offer

1949—50 Chrysler saloon, 4-door, fitted with radio, heater, whitewall tyres, colour black.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345 High Rd., Wembley. Wembley 8691/3903. [C4015]

EXEC'S sale—1936 Chrysler 7-passenger limousine with face forward seats, estate to be cleared; £65.—Wellow Cottage, Wellow near Yarmouth, I.O.W. [W295]

CHRYSLER
£195—1937 Chrysler Richmond de luxe saloon, clean condition; £85 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

RHD 1952 Chrysler de luxe fluidmatic drive 4-door saloon, colour blue, 7,000 miles, guaranteed.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

1936 model Chrysler Q-type 20hp, grey cellulose with blue hide leather upholstery with carpets to match, in outstanding mechanical and bodily order, a unique specimen, with one previous owner, £185.
H.P. terms available.

MEALING MOTORS, Ltd., 99, Richardson St., High Wycombe 2476. [W3514]

1951 Chrysler Windoor saloon, i.h.d., radio and heater, loose covers, low mileage; £1,545.—British & Colonial Motors, Ltd. (distributors for London and Home Counties), 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

£395—Chrysler Wimbledon 24hp 7-seater, first registered and delivered August, 1939, taxed privately since new and equipped with overdrive gear, widest face forward occasional seats, the whole car upholstered in best quality English leather and with excellent black coachwork which has been most fastidiously maintained, mechanical condition altogether in keeping with the appearance and history of the car which is one of the finest pre-war American 7-seaters we have ever handled, petrol consumption up to 22mpg on this model.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

LIMOUSINE, 1937, Imperial, 54hp, partition, forward occasional seats, carefully maintained, £545, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

CHRYSLER Cars Wanted
AUTO SALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belzize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [C0643/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hamstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Chrysler Spares and Service
AUTO SALES (LONDON), Ltd.

CHRYSLER distributors spares for all models; ex-change reconditioned units in stock.—59-65, Belzize Rd., N.W.6. Mai. 5555/2155. [C0495/R]

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.
CHURCH ROAD ENG. Co., Ltd., Hadfield, Essex. Tel. Hadfield, Essex 3721. [W3604]

REPAIRS, parts, reconditioned, guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 2947. [C0374]

CHRYSLER Specialists, repairs spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2254. [C0361/R]

CITROEN
CAR MART, Ltd.

1952 Citroen Light 15 saloon, 8,000 miles; £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039]

H.W. MOTORS, Ltd., offer:—

1949 model Citroen Light 15, finished black bezel leather upholstery, fitted radio, loose covers and wing extensions; £565.
1947 Citroen Light 15 de luxe saloon, finished black with red leather upholstery, fitted many extras; £465.

1952 model Citroen Light 15 de luxe, finished black beige leather, fitted loose covers and many extras; £695.
H.W. MOTORS, Ltd., Walton-on-Thames 2404/5/6. [C3042]

JOHN S. TRUSCOTT for Citroen
ONLY first-class examples are offered
PRESENT stock includes several post-war Light Fifteens from £475.
OFFICIALLY appointed Citroen agents.
NEW models from stock
EXCHANGES, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Baywater 4274. [C4035]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Citroen B15, grey, nominal mileage, radio, rim embellishers, etc.; £975.
1951 Citroen, black with red leather, 24,000 miles; £700.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford GU2 0-8. [C1059]

WORTHINGTON MOTOR Co., Ltd., for Citroen sales spares service.—Tel. Worthing 71. [W3754]

1940 model Citroen Light 15, excellent condition; £250, or near.—Guildford 6151. [W1870]

1951 15hp Citroen saloon, 27,000 miles, black and red, taxed, £575.—Working Motors (Maybury Hill), Ltd., Woking 1928. [C1017]

CITROEN 1948 special 4-speed twin carburettor saloon, radio, innumerable extras; £550.—Bartlett, 27a, Penbridge Villas, W.11. [C1015]

1950 Citroen 6-cylinder saloon de luxe, sun roof, radio, 29,000 miles only, £745.—Mann, 49, Fort Ave, Wembley Park, Arnold 4604. [C1017]

1950 Citroen 15 de luxe saloon, most beautifully finished black with red leather interior, fitted radio, heater, taxed yearly, genuine small mileage; £575.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000]

1938 Citroen saloon, 30mpg, no oil, taxed year, really good mechanic; £255; terms, exchange.—117, Meadows St., Sheffield, 20292 business hours. [W1857]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN
CITROEN 1952 Light 15 de luxe saloon, black, with red interior, one owner, exceptional condition, taxed, £765.—Godfrey Houghton, Ltd., Chester, Tel. 24618. [C1517]

KENTISH & THOMSON, Ltd.—1947 Citroen Light 15 saloon, black, red leather, 30,000 miles, one owner since new, £425.—564-6, Wickham Rd., Croydon, Springpark 3477. [C2047]

£295—1952 Citroen Light 15 saloon, 1939, full de luxe 4-door model with sunroof, etc., and similar in appearance to post-war model, attractive dark blue finish with interior leather to match, excellent performance. [C2047]

£475—1951 Citroen Light 15 saloon, 1947, quite an immaculate specimen, coachwork, chrome positively unmarked, leather upholstery shows hardly any signs of appreciable wear, mechanical condition of the very highest order. [C1035]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

HINDHEAD MOTOR WORKS offer 1952 Light 15, grey with red leather, heater, windscreen washer, taxed year, one owner, £550; 1950 model Citroen Light 15, green with beige upholstery, one owner, £625; 1940 Citroen 6-cylinder, black with red leather, taxed year, £425; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 663. [C2061]

Citroen Cars Wanted

CITROEN cars.—150, Park Lane W.1. Grosvenor 3454. [C172/R]

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane W.1. Grosvenor 3454. [C172/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube) N.W.3. Ham 6041. [W4018/R]

CE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed. [C1061/R]

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R]

CITROEN in good condition for cash.—Tel. Valentine 2098 or 4674 after 6 p.m. [W4018]

FULL value paid for Citroen or similar.—54, Stratford Hill, S.W.2. Tulse Hill 2678. [W4018]

PERFORMANCE CARS urgently require Citroens.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

CITROEN—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—175, Westbourne Grove, W.11. May 4274. [W4035]

CITROEN cars wanted for cash or part exchange by the Citroen specialists and stockists.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [W4061]

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131. [C1017/R]

THE HEADINGLEY MOTOR & ENG. CO., Ltd., 8, Otley Rd., Leeds, 6. Tel. 2527-8. [C1017/R]

THE Citroen Specialists, all spares stocked, immediate exchange drive shafts, gear boxes, steering units, etc. [C1017/R]

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 4865.—Citroen parts, reconditioned drive trains 40-hr. service. [C1017/R]

SHRIMPSTON'S MOTORS, Ltd., London Distributors, Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464. [C1017/R]

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [C1017/R]

WOODFORD CAR MART, Essex Distributors for Citroen cars, sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [C1000/R]

CITROEN—We are distributors for N.W. Kent and specialize in reconditioning these cars; front drive assemblies fitted from stock.—Harnhurst Garage, Ltd., Bexleyheath 725. [C1074/R]

BOWEN ROAD GARAGE & ENGINEERING CO., Ltd., Bowen Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [C1085/R]

CONNAUGHT

L. F. WARD, Ltd.

1952 Connaught sports 2-seater, 9,000 miles, green, fitted windscreen sprays, luggage rack, all-weather equipment, very attractive car. [C1043]

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C1043]

1953 Connaught 2-seater sports, 1,330 miles, amazing fitted from stock.—Harnhurst Garage, Ltd., 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C1043]

DAIMLER

R. F. FUGOLE, Ltd.

1951 Daimler Consort saloon, genuine mileage 4,000 fitted radio, colour blue; £1,325. [C1017/R]

R. F. FUGOLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C1017/R]

TOM GARNER, Ltd., offer:—

1950 Daimler 2½-litre Barker drop head coupe, grey with blue leather; £895. [C1020]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 5285-6-7. [C1020]

PHILIP RICKARDS, Ltd., offer:—

1951 Daimler special sports drop head coupe, black/grey, 14,000 miles; part exchanged, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C1051]

1947 Daimler 2½-litre saloon, magnificent car; £610.—Autowork Ltd., Winchester. Tel. Winchester 4834. [C1010]

DAIMLER

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 27hp 7-seater limousine (1950), black with cloth to rear, radio, loose covers, chauffeur kept; £2,650. [C1052]

DAIMLER 2½-litre special sports coupe (1952), dual silver grey with grey leather, H.M.V. radio, loose covers, 4,500 miles only; £1,675. [C1052]

DAIMLER 2½-litre Conquest saloon (1953), mileage under 5,000, as new; £1,475. [C1052]

DAIMLER 2½-litre Consort (1951), black with beige leather, low mileage, £1,150. [C1052]

DAIMLER 2½-litre saloon (1949), blue with blue leather, most attractive; £895. [C1052]

DAIMLER 2½-litre limousine, blue with cloth to rear, very well maintained, £450. [C1052]

STRATSTONE, 40, Berkeley St. W.1 (Mayfair 4404), Service: 7, Herbrand St., Russell Square, W.C.1 (Termist 7469). [C1052]

CONQUEST, silver grey with blue leather, carefully run in and licensed for year; £1,450.—A. de la Rue, Inkpen Common, Newbury. [C1052]

£795—Most attractive 1949 Daimler 2½-litre saloon, fully maintained, in specimen condition; 3 months' guarantee, hire purchase exchanges. [C1052]

LAMBS, Finchley Showrooms, 621/423, High Rd., Finchley, N.12. Finchley 4221. (East Finchley Underground). [C1052]

DAIMLER 2½-litre 1947 black, sun saloon, heater, radio, taxed, 32,000 miles, exceptional condition; £750.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [C1052]

1952 Daimler Consort saloon, black with green leather upholstery, heater and radio, 11,000 miles only, as new, one owner; £1,285.—E.F.S. Motors, Kingston-BY-Pass, Esher. Tel. Elmbridge 3000. [C1004]

EXCHANGE your present Daimler car for new or used models; demonstrations by appointment.—Write or phone Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 1146. [C1044]

DAIMLER 15hp completely rebuilt chassis, new aluminium bonnet and wings, modern style, sprayed maroon with hand-built polished mahogany body.—The Thurrock Flint Co., Ltd., West Thurrock, Grays, Essex. [C1085]

1953 Daimler new 15 1937 16.2hp Stratstone fourseater drop head coupe, black, brown leather, pre-selector, good condition; terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1018]

CAMDEN MOTORS for Daimlers.—2½-litre saloon, 1950 model (November, 1949), immaculately finished in Daimler green with leather upholstery to match fitted heater and screen spray, whole car very recently overhauled; £895. [C1018]

CAMDEN MOTORS for Daimlers.—Consort saloon, 1951, last property of title owner, maintained and serviced since new by accredited Daimler agents (bills, etc., available), colour dark blue with blue leather interior; £895. [C1018]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

PRIVATELY owned 1938 Daimler limousine, 2½-litre, 24hp, F.F. occasional, maintained by Daimler agent from new, absolutely unmarked inside and out, this is a really magnificent carriage and must be seen to be appreciated; chauffeur driven from new, new battery, two new tyres; price £675.—C. Lane, 22, Baldock Rd., Didsbury, Manchester, 20. Tel. Dids. 4884. [C1018]

1939 EL24 7-passenger limousine, semi-racer-edges body with division, widest face-forward occasional, £500 recently spent on overhaul, recollaring, new Bedford Cord at rear and leather front, almost indistinguishable from new, must be seen to appreciate its condition. £750; exchange and terms.—Palmer, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C1034]

Daimler Cars Wanted

CASS'S MOTOR MART require carefully used Daimler.—5, Warren St., W.1. Euston 4110. [C1040]

REQUIRED, good used Daimler.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W4000]

WANTED, Daimler 16.2hp 1939-1940 saloon, must be in good condition; state full particulars, price.—Box 0370. [C1010]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube) N.W.3. Ham 6041. [W4018/R]

REQUIRED, 1947 Daimler 2½-litre saloon, mileage approx. 20,000.—Ferring Motors, Ltd., Ferring, Worthing, Goring-by-Sea 43291-2. [C1010]

H. F. EDWARDS urgently require good Daimler for immediate cash, distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

7-PASSENGER 1937/38/39 privately owned EL24 also 1938/32hp limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street Mayfair-2941. [W1006]

Daimler Spares and Service

DAIMLER and Lancaster specialists.—Debmam Motors, 17, Atherton Mews, S.W.7 Western 4541. [C1043]

ARCO ENGINEERING, Ltd.—Pre-selector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [C1026/R]

KINGSTON-ON-THAMES—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [C1053/R]

ALLEN'S Victoria Rise, Clapham, S.W.4. Daimler and Lancaster specialists, cash waiting, details for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [C1046/R]

DELAGE

BROOKLANDS—Individuality, new and used cars.

1951 Series Delage D.6 saloon, mileage 9,000. [C1029]

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". [C1046]

DELAGE

1950 (December) Delage D6 saloon, extraordinary good condition; £1,350 (part exchange welcomed).—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. 5228 (5 lines). [C1050]

DELAGE D6/75, 1939 chassis and coach-built sports 4-str. body, modified V.8 engine, Cotal box, all-weather rigid sidecreens or disappearing hood and racing screens, radio, spotlights and every accessory, a unique car in perfect condition throughout; R.A.C. or A.A. inspection invited; £800.—H. Turner, Alrewe, Staffs. [C1043]

Delage Cars Wanted

REQUIRED, good used Delage.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W4000]

Delage Spares and Service

SELBORNES, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. [C1059/R]

DELAHAYE

SELBORNES, World Concessionaires.—135M sedan, 275 miles only; greatly reduced price, £2,550.—82, Park St., W.1. [C1060/R]

Delahaye Spares and Service

SELBORNES, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. [C1060/R]

DELLOW

1953 Dellow sports, blue, 640 miles only.—Woodhead's Garage (Blackpool), Ltd., Squires Gate Lane, Blackpool. Tel. 41042-3. [C1064]

GORDON JARROLD (DELLOW), Ltd., Dellow Carriers, 33-35, East Dulwich Rd., London, S.E.22. New Cross 3704. [C10610/R]

1953 new and unused Dellow 2-seater 2-door sports, gunmetal with red upholstery, hood and tonneau; an immaculate and interesting sports car at only £600.—Littwood, Bradley, Stafford. Tel. Bradley 34. [C1055]

Dellow Cars Wanted

REALLY good second-hand Dellow required.—Cobb, 30, Harley House, N.W.1. [W1066]

DE SOTO

SIMPSON'S offer:—

1952 De Soto station wagon, fitted with radio and heater and all extras, colour green. [C1043]

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, Wembley 8691/3903. [C1043]

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts sleeved cylinder blocks; both items on exchange basis, plus painting, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 8877. [C1016/R]

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts. [C1016/R]

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, East. 0871. [C1016/R]

DODGE

LATE Dodge limousine, engine condition not important, body and interior must be perfect; full particulars, please.—Box 0191. [C1048]

1941 Dodge 23hp 4½-litre Six Sedan, radio and loose covers, laid up for two years, a good clean car; £325.—Sands, Burnham, Bucks, 1064. [C1024]

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [C1019/R]

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell, Ltd., 1, St. John's Hill, High Rd., London, S.W.12. Tel. Balham 2234. [C1052/R]

FERRARI

BROOKLANDS—Individuality, new and used cars.

1952 Ferrari 4.1-litre 342 chassis fitted 2-door 4-seater sports saloon, 5,000 miles, show car. [C1029]

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

FIAT

C. V. RUSHMER, the Fiat specialist, offers:—

1948 1100C saloon, new tyre, one owner; £425. [C1061]

1939 500 4-str convertible, two owners since new, low mileage, exceptional car; £375. [C1061]

1939 500 coupe, good order, £295; above carry three months' guarantee. [C1061]

39, Holland Pk., W.11. Park 5731. [C1061]

1500 Fiat, 1937-6, excellent condition, new tyres and battery; £185.—Radlett 6181. [C1061]

S. & S. MOTORS—1938 500cc fitted reconditioned engine, excellent condition, 3 months' guarantee; £200. [C1061]

1939 500cc, many extras; £245.—S. & S. Motors, 145a, Westbourne Grove, Bayswater 1644. [C1061]

1939 Fiat 500 convertible coupe, perfect, radio, taxed year; £195.—Cutler, Walberton, Arundel. Tel. Eastergate 367. [C1021]

CLAIRMONTE BROS. always have several 500 Fiat from £200-£500, some with reconditioned engines.—Shanklin Rd., London, N.8. Mountview 5265. [C1056]

225 gns.—Fiat 500 '38 model coupe, red leather, very good condition, taxed; terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1018]

1940 Fiat 1100 4-door pillarless saloon, director's car carefully maintained, 3,000 miles since thorough complete overhaul by Fiat specialists, late type suspension and wheels, excellent tyres, new tubes, including radio, and silver leather, numerous extras, including radio, any examination welcomed, £395; later post-war car required; cash adjustments.—Vandeyke 2973, London. [C1028]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

MAYFAIR GARAGES LTD.—The following is a small selection of used Fiat cars actually in stock at the time of this advertisement going to the printers; all cars in our showrooms are plainly price ticketed.—Below.

MAYFAIR GARAGES, Ltd.—Feb. 1951, 500C ohv r/h drive hard top de luxe coupe, latest type front, Fiat blue with Continental basketwork loose covers, auxiliary seat, extremely smart car with outstanding road performance, 3 months' guarantee; £495.—Below.

MAYFAIR GARAGES, Ltd.—1948 (registered June, 1951), 1100C 4-door pillarless de luxe saloon, 1 1/2 drive, recellulosed grey, very smart car with outstanding road performance, 3 months' guarantee; £450.—Below.

MAYFAIR GARAGES, Ltd.—1959 1100 508C genuine Italian bodied Viotti drop head fourseater, recellulosed grey, new head, very smart car with outstanding road performance, 3 months' guarantee; £505.—Below.

MAYFAIR GARAGES, Ltd.—Fully recellulosed 500 convertible coupe in primer grey, to be finished in customer's own colour scheme, 3 months' guarantee, delivery 2-3 weeks; £350.—Below.

MAYFAIR GARAGES, Ltd.—June, 1959, 2nd series 500 de luxe full 4-seater convertible saloon, silver grey, smart car with excellent and economical road performance, 3 months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd.—Oct., 1959, 2nd series 500 de luxe convertible coupe, two-tone brown and beige, bumpers, excellent condition throughout, 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—1956 1500 4-door pillarless saloon, grey, red leather upholstery, good tyres, roomy car with excellent road performance, 3 months' guarantee; £185.—Below.

MAYFAIR GARAGES, Ltd.—1957 500 hard top coupe, green, in serviceable condition; £145.—Below.

MAYFAIR GARAGES, Ltd.—Descriptive illustrated literature and price list on request.—Below.

MAYFAIR GARAGES, Ltd.—Fiat sales and service. Malden St. (opp. Selfridges), Mayfair, W.1. Mayfair 5104-S. Open 9-6, Sats. 9-1. [C3009]

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

FIAT in good condition for cash.—Tel. Valentia 4574, after 9 p.m. [W2018]

MAYFAIR GARAGES, Ltd.—Cash for Fiat.—Balderton St., W.1. Mayfair 3104. [0695/B]

PERFORMANCE CARS urgently require Fiat.—Great West Rd., Brentford, Middlesex. Ealing [W3041]

Fiat Spares and Service

FIAT 500 trouble!—Try B.D.J. (England), Ltd., 65 Lowlands Rd., Harrow, Byron 6028. [0325/R]

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed replacement.—J. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 1644. [0156/R]

FIAT (ENGLAND), Ltd.—Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams, Fiat, Wembley. [0909/R]

MAYFAIR GARAGES, Ltd.—£35, Fiat 500, fully reconditioned S/E engines; immediate delivery; Fiat repairs and renovations at competitive prices.—Mayfair Garages, Ltd., Malden St., W.1. Mayfair 3104; open 9-6, Sats. 9-1. [0632/R]

FORD (8 h.p.)

DICKS. 1947 Ford 8 saloon, well maintained, really fine order throughout; £295.—**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

PERRY'S OF HARROW HAVE an excellent selection of post-war 8hp saloons available. PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R]

HENDON CENTRAL GARAGE, Ltd., offer:—1949 Ford Anglia, black and green, taxed year, absolutely unmarked; £395.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [2034]

DAENHAM MOTORS, Ltd., Ford Main Dealers. 1949 Ford Anglia 10hp green, reconditioned; £350. 56 Park Lane, W.1. Hyde Park 4966; 374, Ealing Rd., Alpertown, Middx., Perivale 3588 and 6, 8 and 12 Sangle Rd., Catford, S.E.6. Hither Green 4821. [C1066]

NEW Ford Anglia, list price.—Robbins, East Putney, Tel. 4581. model Ford 8 saloon, well maintained; £150.—56, Westrow Drive, Barkings. [8265]

W. J. BROWN, Ltd., used Ford specialists, 1948 Anglia, black, brown interior in very good condition; £310. 339 Finchley Rd., N.W.5. Hampstead 4414. [C1025]

SELECTION of Ford 8 saloons, very attractive; from £165; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley N.12, Finchley 6221. (East Finchley Underground.) [C2052]

£465—Ford Anglia, 4,500 miles, covers, etc.; exchanges.—Lawton-Goodman, 36, North Audley St., W.1. [C3022]

1933 Ford 8 saloon, £25; also 1936 Ford 8 saloon in good condition; £125.—51, Garratt Lane, Wandsworth, S.W.18, Battersea 5770. [C4062]

1949 Ford Anglia saloon, one owner, excellent condition, £350; exchanges, terms.—Palmera, 53, York St., Twickenham, Popesgrove 1890-7067. [C3034]

1946 Ford Anglia, repainted green, reupholstered, one owner, very good order; £300.—D. J. Graham, Cam Hill House, Shepherdswell, Nr. Dover, Tel. 221. [3035]

FORD (8 h.p.)

345 gns.—Ford Anglia, 1949 saloon, black, works reconditioned engine, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Ford Anglia, June 1947 saloon, black, carefully used, very good condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Ford Anglia, 1940 saloon, pastel green, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Ford 8, 1936 (reg. 1939) saloon, black, good condition; terms, exchanges.—Rowland Smith, below.

95 gns.—Ford 8, 1934 saloon, black, carefully used, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

ARTHUR E. GOULD, Ltd., 280-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-S.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R]

1951 Ford Anglia saloon, 12,000 miles, one owner, almost indistinguishable from new; £405.—Garage Service Co., Ltd., 1061, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692. [C5019]

PRIDE & CLARKE, Ltd.—1951 Ford Anglia saloon, black/brown leather, one owner, £409; 1950 black/beige leather, beige/brown, choice two from £369; terms, exchanges, lists.—Stockwell Rd., S.W.9, Brixton 6251. [C5063]

Ford Eight Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1, Euston 1212. [0172/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

FORD (10 h.p.)

DICKS. 1947 Ford Prefect saloon, carefully used; £350. 1939 Ford Prefect saloon, just recellulosed and reupholstered; £275.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

CAR MART, Ltd. 1953 Ford Prefect saloon, 3,000 miles; £575.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. [C1059]

RAYMOND WAY, RAYMOND WAY, of Kilburn. RAYMOND WAY, the hire-purchase specialists.

1950 Ford 10 Prefect 4-door saloon, extremely nice immaculate condition, taxed December, fitted heater; 499gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.5. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

PERRY'S OF HARROW HAVE an excellent selection of post-war 10hp saloons available. PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot.) [0100/R]

OVERSEAS CARS, Ltd., offer:—1952 Ford Prefect saloon, black, leather upholstery, one owner, mileage 8,000-odd, perfect; £525; for other Overseas car bargains see page 39.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.5. Tel. Kensington 7475. [C5081]

ALLAN TAYLOR MOTORS, Ltd., offer:—1950 Ford Prefect, leather upholstery; £440. High St., Wandsworth, N.W.18. Tel. Vandyke 4455 (15 lines). [6716]

COOMBS & SONS (GUILDFORD), Ltd., offer:—1952 Ford Prefect, green with brown leather, export model, 14,000 miles; £500. 1948 Ford Prefect, black/brown leather; £385.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1067]

DAENHAM MOTORS, Ltd., Ford Main Dealers. 1951 1/2 Ford Prefect, black, hide, 17,000; £525. 56 Park Lane, W.1. Hyde Park 4966; 374, Ealing Rd., Alpertown, Middx., Perivale 3588 and 6, 8 and 12 Sangle Rd., Catford, S.E.6. Hither Green 4821. [C1066]

1951 Ford 10cvt Utleisure; see under Utility Cars.—Harold Simons [C4065]

1949 50 Prefect saloon, black, excellent condition, 10,500, one owner; £415.—Uplands 4355. [8051]

£475—1951 series Prefect saloon, Windonnes, de-mister, etc., 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C3052]

£465—Ford Prefect saloon 1951, green, with leather upholstery, one owner only, in good condition throughout.

£345—Ford Prefect saloon 1947, black with cloth upholstery, recent reconditioned engine, very good mechanical condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. [C2006]

FORD (10 h.p.)

1949 Ford 10 Prefect saloon, one owner, 5,000 on reconditioned engine, an immaculate car, leather upholstery; £425. G. W. WILKIN, Ltd., 1, Weston Park, Kingston. [C4053]

W. J. BROWN, used Ford specialists (1952 September) Ford Prefect, 8,900 miles, Bristol fawn, radio and loose covers; £355. 339 Finchley Rd., N.W.5. Hampstead 4414. [C1025/1]

1939 Ford Prefect drop head fourseater coupe, guaranteed, £210; payments—Oldfield, 356, Kensington High St., W.14, Wea. 6651. [C5029]

1953 Ford Prefect, green, 7,000 miles, loose covers and mats, etc.; £535.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1073]

1939 Ford Prefect, very nice condition, loose covers, taxed; £245.—Smith Car Sales, 3, High Rd., Balham, S.W.12. Balham 7628. [6271]

W. J. BROWN, Ltd., used Ford specialists, 1949 Ford Prefect, black with brown leather, one owner, reconditioned engine, 4,000 miles; £415. 339 Finchley Rd., N.W.5. Hampstead 4414. [C1025]

1939 Ford Prefect saloon, excellent condition, £195; exchanges and terms.—Palmera, Russell Gardens Mews, Kensington, W.14, Park 9704. [C5034]

ARTHUR E. GOULD, Ltd., 280-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-S.—1946-50 Ford Prefect saloons, low mileage, all guaranteed; also earlier models. [0578/R]

ARCHIE SIMONS & Co. Ltd.—1951 Ford Prefect saloon, beige, leather upholstery, excellent mileage, one owner; £485.—95, Gt. Portland St., W.1, Lan. 1345. [C4013]

£210—1958 Ford 10, very good order; bargain.—G. F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bats. 1107-6-9. [C2024]

1951 Ford Prefect saloon, one owner, in immaculate condition, guaranteed, £450; exchanges, terms.—Palmera, 53, York St., Twickenham, Popesgrove 1890-7067. [C5034]

1947 Ford Prefect saloon, black, red leather, true magnificent any exam.; £375, taxed.—Seymour & Clements, Ltd., 28, Watford Way, Hendon Central, N.W.4. Hendon 2148. [C4007]

345 gns.—Ford Prefect, 1947 saloon, black, green leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [C4018]

PRIDE & CLARKE, Ltd.—1952 Ford Prefect saloon, beige/beige leather, 1,000 miles, one owner, as new; £549, 1951 saloon, grey/red, 16,000 miles, one owner, from £469, 1951 left-hand drive, green/beige leather, 19,000 miles, £419; 1949 black/brown leather, 36,000 miles, £419; terms, exchanges, lists.—Stockwell Rd., S.W.9, Brixton 6251. [C5063]

W. J. REYNOLDS (MOTORS), Ltd., Main Ford Dealers, have among our stock of used cars of various makes a Prefect chassis with front doors and a 1 1/2 inch type seat, 1948, so far unregistered, i.h.d., only 185 kilometres and therefore almost as new, ideal for special builder or for conversion to utility or other special body; covered by our usual guarantee; £250.—Ford House, New Rd., Dagenham, Essex, Rainham 770 (8 lines). [C3065]

Ford Ten Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5434. [0174/R]

MARSTON MOTOR Co., Ltd., for your Ford 10, 10, Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0179/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

FORD CUSTOMS

SIMPSON'S offer:—1949 Ford Customs 2-door, fitted with radio, heater and all extras, colour black; choice of 4 1949-55. [C4015]

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), 345, High Rd., Wembley, Wembley 8691-5303. [C4015]

FORD CONSUL

S. M. offer:—1953 1 1/2 (April) Ford Consul, black, red leather, heater, radio; price £785.—Star Motors, Lower Henley Rd., Caversham, Reading, Tel. Reading 72755. [8090]

CAR MART, Ltd. 1952 (Dec.) Ford Consul saloon, radio, heater, 10,000 miles; £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1059]

B. J. HUNTER, Ltd., offer:—1953 Ford Consul saloon, low mileage, indistinguishable from new; £775. B. J. HUNTER, 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. [C2040]

TOM GARNER, Ltd., offer:—1953 Ford Consul saloon, black with red upholstery, radio, 4,000 miles only; £799. TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6-7. [C2040]

DAENHAM MOTORS, Ltd., Ford Main Dealers. 1953 Ford Consul, green, radio, heater, 4,000, £750. 1952 Ford Consul, green, radio, heater, 16,000, £675. 56 Park Lane, W.1. Hyde Park 4966; 374, Ealing Rd., Alpertown, Middx., Perivale 3588 and 6, 8 and 12 Sangle Rd., Catford, S.E.6. Hither Green 4821. [C1066]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

W. J. BROWN, established over 50 years.

W. J. BROWN, Ltd., used Ford specialists. 1953 (March) Ford Consul saloon, black with red leather and heater, one owner; £765.
339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

FORD Consul, May, 1953, black, red leather, heater, radio, 5,000. £765.—Tel. Reading 72752. (7974)

1953 (September) Ford Consul saloon, brand new, mileage nil, taxed Dec.; £745.—Box 9025. (8216)

1952 Ford Consul, in excellent condition; £675.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C5026)

1951 Consul, heater, wireless, colour green, 22,000 miles, excellent condition; £650.—Hacking. Ladbroke 1155. (C5027)

£735!!! March, 1953, Ford Consul saloon, genuine mileage 6,100, heater, etc., late owner emigrating this month, condition virtually as new, spare unused.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. (C1035)

1951 (October) Ford Consul, beige, leather, radio, heater, one owner, perfect condition; £640.—Neal-Morris, 19, Windmill Lane, Ashbourne, Derbyshire. Tel. Ashbourne 390. (8096)

PRIDE & CLARKE, Ltd.—1953 series Ford Consul, (awn/red leather, 12,000 miles, one owner, £675. 1951 Consul, opal/blue/brown leather, heater, Tycan covers, one owner, £649; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brighton 6251. (C5068)

Ford Consul Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FULL value paid for Consul or similar.—54, Stratford Hill, S.W.2. Tulse Hill 2676. (W5016)

FORD ZEPHYR

HAROLD PERRY, Ltd., Invicta Works, 179, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 (June) Ford Zephyr Six saloon, green leather, heater, radio and loose covers, immaculate car; £755.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C5042)

J. DAVY of Kensington.

£765.—1953 Zephyr, leather trim, one owner, low mileage.—160/4, Kensington High St. Western 6041 and 215 Brompton Rd., Ken. 1106. (C1068)

1952 Ford Anglia, as new, two; £420 and £435.—Smith and Hunter, Ltd., 376, Kensington High St., London W.14. Tel. Western 2512. (C4019)

B. J. HUNTER, Ltd. offer:—

1953 Ford Zephyr saloon, 5,000 miles only, radio, heater, etc.; £855.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Oldstone 6303. (C2040)

H. BEART & Co., Ltd. offer:—

1953 Zephyr (March) de luxe saloon, fitted radio, heater and leather trim, genuine mileage under 7,500 and like brand new, throughout.—1022, London Rd., Kingston-on-Thames, Tel. 3348. (C1081)

CHARLES POLLETT, Ltd. offer:—

1951 Ford Zephyr saloon, metallic green, heater, radio, one owner, exceptionally well maintained car, 3 months' guarantee; £725.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. (C2010)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Zephyr, grey, 5,000; £725.

1951 Ford Zephyr, green, radio, heater, 20,000; £650.

56 Park Lane W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3586 and 6, 8 and 12 Sengley Rd., Catford, S.E.6. Hither Green 4821. (C1066)

1953 Ford Zephyr, 5,000 miles, leather, heater, loose covers, list price.

RIPCO, Ltd. (Ford's purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. (C3052)

1953 Ford Zephyr, 400 miles, leather, as new; £650.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. (C3006)

GUY ALFRED & Co., Ltd.—1953 Ford Zephyr, black/red upholstery, heater, radio, 1953 condition.—6-7, Warren St., W.1. Euston 3268. (C1005)

1952 (October) beautiful Zephyr, genuine 9,000, heater, leather, one owner, as new; £735; this car is being sold cheaply as we are now specializing in Jaguars only.

CHEPSTOW GARAGES, Ltd., Bayswater 2940. (C1042)

NAYLOR & ROOT.—1953 Ford Zephyr (reg. Aug. 1952), suede green, beige hide, heater, 9,000 miles, indistinguishable from new; £765, written guarantee.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. (C5022)

FORD ZEPHYR

725 ens.—Ford Zephyr, September, 1952 (1953 series) saloon, Canterbury green, radio, 8,000 miles, spare unused, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. (C4018)

Ford Zephyr Cars Wanted

WANTED, crashed or damaged Ford Zephyr.—Box 6067. (5917)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD (V.8)

GE REGISTERED March, 1947, right-hand drive Canadian Ford V.8 super de luxe sedan 4-door 6-seater saloon, immaculate maroon cellulose, chromium bright fittings, excellent brown hide upholstery, fitted steering gear change, new lock front, twin-tone horns, past lights, radio, heater, reversing light, etc. recently decarbonised and just fully serviced throughout, written guarantee; 3999gs; hire purchase, part exchange.—Jeffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C3000)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1951 Ford Pilot, black, radio, heater, 30,000; £575.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3586 and 6, 8 and 12 Sengley Rd., Catford, S.E.6. Hither Green 4821. (C1066)

FORD V.8 shooting brake, super condition, tyres, battery new, £500.—Lee, Well Head, Halifax. (8545)

FORD V.8 30hp coupe, good hood, reconditioned, shock absorbers, new radiator; £300.—Box 0528. (8040)

1950 (Oct.) Ford Pilot sal., dark blue, blue leather, 22,000 miles, radio and heater, very good condition; £465.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. (C2010)

1951 Ford Pilot, special 12-volt equipment, heater, leather; £495.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (C4057)

PILOT, exceptional condition throughout, low mileage; £455.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. (C1030)

PILOT (green) 1949 (Dec.), leather, heater, radio, 20,000 miles, excellent condition; £465.—Viner, Woodringtons Parkfield, Sevenoaks. (8222)

1951 (March) Ford Pilot wireless and heater, colour black, new condition throughout; £550; see also our advert on page 59.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. (C3038)

1944 Canadian Ford V.8 saloon, r.h.d., leather, excellent condition; £575.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (C4057/1)

FORD V.8 special open 3-4-seater, new hood, 2 spares, taxed; £150.—F. Hodges, Wilson's Brewery, Ltd., Manchester, 10, Tel. Collyhurst 1420. (8167)

1949 Ford Pilot, black, heater, immaculate; £475.—Hells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

1939 Ford 30hp 91A 4-door saloon, in extraordinary order, £200 having been spent in the last 8 months, taxed year, £250, terms, exchanges.

ROSE, The Lynch Garage, Uxbridge 122 (opposite side entrance to G.P.O.). (C3055)

£195.—1938 Ford 30hp 91A wooden body utility, clean, nice runner; £285 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1937 Ford V.8 reupholstered, all good tyres, very good mechanically; £245, or £285 deposit; we will take your television or radio in part exchange, terms arranged.—King's Autos, 725/7, High Rd., Seven Kings, Tel. Seven Kings 5536. (C2048)

Ford V.8 Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1, Euston 1212. (0175/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

UTILITY—FORD OR OTHER BODIES

1947 Ford 8 utility, excellent throughout; £185.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. (C4053)

AMERICAN FORD

ON all matters of sales spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4506/9. (0749/R)

Ford Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD in good condition for cash.—Tel. Valentine 4674, after 6 p.m. (W2018)

FORDS wanted.—Smith's, 96, Chalk Farm Rd., N.W.1. Gul. 2767. (0823/R)

WANTED, Ford 8/10, after 1936, saloon or tourer, no objection to repairs.

THE FORGE GARAGE (PETERHAM), Ltd., 192, T Petersham Rd., Petersham, Surrey. Richmond 1854. (W2011)

Ford Miscellaneous Cars Wanted

H. F. EDWARDS urgently require good Ford for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2009)

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0839)

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH ST., Wandsworth. S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). (0314/R)

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235) main Ford dealers, service and all spares. (0063/R)

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned 8B engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). And 66, High St., East Ham, E.6. Grangewood 1130. (83063/R)

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available with terms guarantee.—See under "Sports Cars." (C3041/R)

FN/BMW 1937 2-litre type 45 cabriolet 4-seater, recent complete overhaul, good condition throughout; £275.—Box 0432. (8256)

FRAZER NASH-B.M.W. type 45 2-litre saloon, reconditioned, good mechanical condition; £210.—204, Ballards Lane, N.3. Finchley 2920. (8116)

327/80 F/H coupe, March, 1939, magnificent condition; £595; exchange considered.—24, Park Hill, Moseley, Birmingham, 13. (8065)

BARTLETT.—Frazer Nash-B.M.W. 327/80 saloon and coupé, also 328 saloons; prices from £475.—27a, Pembroke Villas, W.11. Bayswater 0525. (C1013)

£365!!! Magnificent 1938 15.9hp Frazer Nash-B.M.W. sports saloon, outstanding performance; 3 months' guarantee; hire purchase, exchanges.

LAMBE, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

TYPE 45 saloon, hydraulic brakes, tailored seat covers, reconditioned comet blue this year, probably best example of this model in the country; £325.—Yates, Brightmead Leather Works, Bolton, Tel. 1069. (8198)

1955 ens.—Frazer Nash-B.M.W. 1936 2-litre type 55, fourseam drop head coupe, green, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. (C4018)

FRAZER NASH-B.M.W. Type 328 2-str., first gear box, heavy duty back axle and clutch, immaculate condition; £645.—South Kensington Motor Services, 8, Reece Mews, Kensington, Kensington 1006. (8306)

FRAZER NASH-B.M.W. 15.9-litre 2-seater green sports, 6-cylinder, 3 carburettor engine, I.F.S., 2 L.S. hydraulic brakes, car completely rebuilt December, 1949, with new light coachbuilt body, engine, gearbox and rear axle overhauled April, 1952, all-weather equipment, 25 m.p.g., many spares, including engine and super-charger; offers over £250 to Crump, 19, Hazel Rd., Dudley, Worcestershire. Tel., office Dudley 4614, home Dudley 4651. (8104)

Frazer Nash-B.M.W. Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

HEALEY

K NIGHTSBRIDGE MOTORS, Ltd.

1949 Healey Duncan streamlined sports saloon, finished in blue with red leather, heater, two owners only, in beautiful condition; £265.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4066. (C2063)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:—

1952 Healey F. Type Tickford saloon, black, beige leather, heater, speedo reading 11,000 miles, literally as new; £1,275.

1947 Healey 2-seater sports, finished green with brown leather upholstery, very good order; £485.

1948 Healey Duncan saloon, ivory with red leather upholstery, loose covers, heater good order; £695.

NEW Healey Abbott coupe and Tickford saloon for immediate delivery. (C1001)

BROOKLANDS, sole concessionaires Healey.—New 3-seater saloon, coupe and convertible 3-seater from stock.

1952 Healey Tickford saloon, exceptional.

1951 Healey Abbott coupe, excellent.

1951 Healey Tickford saloon, one owner, radio.

1950 Healey Silverstone sports 2-seater.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 6351-6. (01069)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

1950 Healey Silverstone with all modifications. £795.—Anthony Crook, Caterham Hill, Surrey. Tel. 2252 3. [C1063]

3-litre convertible Alvis engine, radio, heater, etc.—ex-Donald Healey, superb car in excellent condition; £1,275.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045]

SILVERSTONE Healey sports 2-seater, 12,000 miles only, red, as new, spare set competition wheels, taxed, very fast; £695: part exchange, easy payments.—Peterborough Motors, Ltd., Peterborough. [18325]

Healey Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Healey.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3. [W3041]

URGENTLY require Healey cars all models. [W1001]

SILVERSTONE wanted for cash.—Valentine 2098 or 4674, after 6 p.m. [W2018]

RICHARDS & CARR buy Healeys.—55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

BARTLETT, Healey Elliott saloon and Abbott drop head coupe required.—27a, Pembroke Villas, W.11. [W1013]

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Healey.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HILLMAN 10

WM WELECK MOTORS proudly offer 2 Minx drop heads.

1948 Hillman Minx drop head coupe, in grey with blue leather; we have just fitted a Rootes replacement engine; this is an amazing little car and is certainly the best 1948 Minx we have ever seen; in appearance and running standards it is like a new car for the last 6 months it has been used by the wife of one of our directors; £475.

1953 Hillman Minx drop head, in maroon with beige leather, heater and overrider, 5,300 miles only, identical to brand new; £685.

WELECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (4 lines). [C5049]

CAR MART, Ltd.

1953 Hillman Minx 21 model, 2,000 miles; £750.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059]

B. J. HUNTER, Ltd., offer:—

1950 Hillman Minx saloon, special export model; £495.

1947 Minx saloon, very low mileage, positively unmaintained; £395.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

OVERSEAS CARE, Ltd., offer:—

1952 Hillman Minx saloon, claret, heater and loose covers, one owner, mileage 9,701, perfect throughout; £675; for other Overseas car bargains see page 39.

OVERSEAS CARS, Ltd., 227 Brompton Rd. Knightsbridge, S.W.3. Tel. Kensington 7475. [C5031]

CLANFIELD LAWRENCE offer:—

1947 Hillman Minx saloon, grey/blue, one owner throughout; £420.—407, High Rd., N.12. Finchley 3091. [C2053]

WARWICK WRIGHT, Ltd., offer:—

1951 and 1955 Hillman Minx saloons and convertible, all courtesy, many fitted heater, radio, all low mileage; from £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

ANDOVER MOTOR CO., Ltd., offer:—

1951 Hillman, choice of 2, one green, one blue; both at £580, and both very nice cars.—Andover, Hants. Tel. 3405. [C1003]

W. J. BROWN, Established over 30 years.

1952 Hillman Minx, one owner, 7,000 miles, blue with red leather; £665.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

DAENHAM MOTORS, Ltd., offer the following cars:

1953 Hillman 21 Minx saloon, black, 800; £745.

1952 Hillman Phase V Minx saloon, 5,000; £695.

56 Park Lane, W.1. Hyde Park 4866; 574, Ealing Rd., Acton, Middx. Perivale 3589; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

A offer:—

ROOTES Group Dealers.

HILLMAN Minx drop head coupe, August '51, as new; £610.

1950 specimen Hillman Minx saloon, one owner, 20,000 miles genuine; £535; p.e. and h.p. facilities.

MARKBOROUGH Works, Kenton Tel. Wordsworth 7905 (3 lines). [C1006]

1951 Hillman Minx saloon, black, heater, one owner; £550.

BRUCE MOTORS, Hillman Agents, Birmingham Rd., Stratford-on-Avon. Tel. 2700. [8099]

HILLMAN 10

£385.—Hillman Minx 1947, black, smart bodywork and very well kept interior condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2334. [C2008]

1947 Hillman Minx saloon, one owner; £395, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1939 £200.—Humber, Woodland House, Windermere. [18196]

1940 Minx saloon, 2,000 miles since £145 recondition; £325.—Speedsters, Ltd., Horley (Surrey) 628. [C4029]

1948 Hillman Minx saloon, guaranteed; £365; payments.—Odford, 396, Kensington High St., W.18. Wes. 6631. [C5029]

£385.—1947 Hillman Minx saloon, spotless condition, economical; 3 months' guarantee; hire purchase exchanges.

LAMB'S, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Undergnd.). [C2052]

1953 Hillman Minx Anniversary saloon, 11,000 miles; £740.—Autowork, Ltd., Winchester, Tel. Winchester 4834. [C1010]

1953 Hillman Minx Anniversary saloon for private use, 3,000 miles, as new throughout; £700 or near offer.—Box 0414.

HILLMAN Minx convertible, May, 1951, first-class, carefully used, £575, or offer Trevelyan, King Harry Lane, St. Albans 5336. [18199]

£425.—1947 Hillman Minx coupe, spotless condition, tip-top mechanically, may be seen in London.—Chalfont St. Giles 439. [18153]

(June) Minx Jubilee saloon, unmarked, 4,000 miles; only £395.—Jack Posner (Autom), 395, Hendon Way, N.W.4. Hendon 1423-4. [C2063]

1948 Phase II Minx saloon, black, excellent condition; £420.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

1950 Hillman Minx Phase IV saloon, 18,000 miles, faultless; £525.—Bruce France, 8a, Cromwell Mews, South, Kensington, W.8. [C2014]

1952 Minx M.E. V. £120 worth of extras, including radio and heater, 2,500, excellent condition; £710.—Oatland Chase, Weybridge. [18122]

1947 Hillman Minx 10hp de luxe saloon, black with brown interior, immaculate condition, good tyres, etc.; £599.—Miles Motors, 60, High St., Uxbridge 125 2967. [C5070]

1942 Hillman Minx 4-door saloon, black, brown leather, very clean, good condition throughout, guaranteed; £295.—Kings Motors 1, High St., Hounslow, Hou. 0175. [C2049]

1948 Hillman Minx drop head coupe, grey, beautifully maintained, reconditioned unit just fitted, £405.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0095. [C1065]

1947 Hillman Minx saloon, one owner, new engine fitted this year, immaculate order throughout; £425.—Bels Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

PRIDE & CLARKE, Ltd.—1953 (July) Hillman Ph. VI saloon, beige/red leather, heater, 1,500 miles, one owner, as new; £739; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.3. Brixton 6251. [C5068]

1953 (February) Hillman Minx drop head coupe, colour claret, one owner, rimblishers, overriders, taxed year, guaranteed mileage 2,800; £725.—B. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead 3431-2. [C5011]

£695.—Phase V Minx saloon, 1952, radio and heater, very low mileage and in beautiful condition; colour black with red leather, also a similar 1952 model, no extras, 11,000 miles, at £635; and a 1951 drop head at only £595.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055]

NAYLOR & ROOT—1952 Hillman Minx Mark V saloon, blue, red leather, heater and extra, 11,000 miles, unblemished condition; £685; written guarantee.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [C5022]

£415.—Engine just reconditioned, body recellulosed original grey and complete vehicle overhauled at cost of £115, 1946 Hillman Minx Estate car which is now in perfect condition.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C5025]

645 gns.—Hillman Minx, October 1951, Phase V fourseam drop head coupe, black, one careful owner, small mileage, spare unused, almost new condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

HILLMAN 14

1939 Hillman 14hp saloon, original owner, immaculate, perfect condition, taxed year; £255; terms, exchanges.

H. ROSE, The Lynch Garage, Uxbridge 122. (Opposite site entrance G.P.O.). [C5065]

£225.—Hillman 14 saloon, 1945, excellent condition, smart, roomy; terms from £100 down.—7, Radcliffe Rd., Croydon 1503. [18290]

Hillman Cars Wanted

C THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 5434 (0971/R)

R ROWLAND SMITH'S, The Car Buyers Highest cash prices for Hillman.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

REALLY good second-hand Hillman 10 required.—Cobb, 30, Harley House, N.W.1. [W1096]

FULL value paid for Hillman or similar.—54, Stratford Hill, S.W.2. Tolse Hill 2676. [W3016]

Hillman Cars Wanted

R ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 5411.)

MANCHESTER.—129, Deansgate, (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [10108/R]

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 183, 184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [10038/R]

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46351. [10552/R]

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [10337]

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, rebodying and complete overhauls, spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1185. [10676/R]

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 5385. [10720/R]

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippievay 1285. [10458/R]

Hispano-Suiza Spares and Service

HISPANO, spares and all repairs.—O. Brand, 47, Tamworth Rd., Croydon. Cro. 1742. [17544]

HOTCHKISS

METCALFE & MUNDY, Ltd.

1950 Hotchkiss Paris-Nice model 4-door saloon, Catala seat box, low mileage, excellent condition; £325.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C5064]

GOV ALFRED & Co., Ltd.—1940 Hotchkiss 10hp drop head fourseam superb order.—6-7, Warren St., W.1. Euston 3268. [C1005]

1936 model Hotchkiss Paris-Nice saloon, 27hp, radio, taxed December, in good condition; £250.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062]

1938 Hotchkiss, Paris Nice-d.h. coupe, genuine 33,000 miles; £495.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

Hotchkiss Cars Wanted

REQUIRED, good used Hotchkiss.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

H.R.G.

H.R.G. ENGINEERING CO., Ltd., for maker's spares, repairs and service; works reconditioned cars also available.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4429. [10570]

465 gns.—H.R.G. 1948 1½-litre sports 2-seater, green, green leather carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

H.R.G. Cars Wanted

REQUIRED, good used H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for H.R.G.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 9536-7-8. [10594/R]

HUDSON

DICKS

1939 saloon 17hp, steering column change, excellent condition; £295.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilmuir, Maida Vale 6888-9. [C1072]

1939 Hudson 22hp de luxe saloon, really exceptional condition; £355.—Jacquier, Ltd., 225-7, Hamersmith Rd., W.6. Riverside 6677-8. [C2045]

£295.—Hudson 22hp Tickford drop head coupe, 4½-seater, exceptionally well maintained throughout and highly recommended; 3 months' guarantee; hire purchase, exchanges.

LAMB'S, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Undergnd.). [C2052]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUDSON

£285—1959 Hudson 22 drop head four-door coupe, leather upholstery, clean condition; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6459. [C1024]

£445—1951 Hudson 29hp limousine, first registered and delivered Nov. 1950, a genuine one-owner car since new, taxed privately, and previously owned by chairman of industrial concern, fully equipped with excellent radio, "inter-com." winding division, twin trumpet horns, passlights, twin spare wheels, etc., moderate total mileage.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

Hudson Spares and Service

MANCHESTER—Hudson spares and repairs.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 13. Rus. 2874-5. [0861/R]

MANCHESTER—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 1561/7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0516/R]

GEARS, parts.—Reconditioned, guaranteed rear boxes, suspension, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0455]

SPINKS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-6-7. Telegrams: Spinks, Twickenham. [0566/R]

HUMBER

CAR MART, Ltd.

1950—Humber Hawk saloon, radio, heater, 19,000 miles; £645.

1952—Humber Super Snipe saloon, radio, heater, 11,000 miles; £695.

1952—Humber Super Snipe saloon, 18,000 miles; £645.

1950—Humber Pullman limousine, radio, heater, 14,000 miles; £1,050. Car Mart, Ltd., 150 Park Lane, W.1. Grosvenor 5434. [C1039]

TOM GARNER, Ltd., offer:—

1953—series Humber Hawk Mark V saloon (current model), green with beige leather, heater, radio, many extras; £395.

1952—Humber Super Snipe Mark III saloon, black with red leather, heater, 6,000 miles only; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

B. J. HUNTER, Ltd., offer:—

1950—Humber Super Snipe saloon, really in superb condition; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040]

SWANMORE GARAGE offer:—

1953—Humber Super Snipe (newest type) nylon loose covers and extras; accept £1,365.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43344. [C4024]

MONTROE MOTORS offer:—

1950—Humber Super Snipe saloon, black, excellent condition; £665.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [B258]

H. A. SAUNDERS, Ltd., offer:—

1952—Humber Super Snipe saloon, black with red upholstery, heater, recorded mileage 9,560; £1,095.

1952—Humber Super Snipe touring limousine, black with beige upholstery, heater, recorded mileage 11,500; £1,095.

836—642, High Rd., N.12, Hillside 5272 (8 lines). [C2027]

WARWICK WRIGHT, Ltd., offer:—

1951 and **1952** Humber Hawk saloons, many fitted radio, heater, all low mileage; from £795.

1953—series Humber Super Snipe saloon, steel grey, 8,000 miles; £1,295.

1953—Humber Hawk saloon, black, 1,000 miles; £1,020.

1952—Humber Super Snipe saloon, green, 16,000 miles; £895.

1949—Humber Super Snipe saloon, heater, gun grey, 18,000; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

1951—Humber Imperial saloon, as new; £995.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1947—Humber Super Snipe saloon, one owner, exceptional mechanical condition; £525.

1948—(April) Humber Hawk saloon, grey, one owner and maintained by us since new—exceptional value at £465.

PHENIX MOTOR COMPANY (SURREY), LIMITED, Euston Surrey. Vigilant 1121. [C3044]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers.

1950—series Humber Super Snipe, metallic grey; this car is in immaculate condition throughout, one owner, nominal mileage; £675; choice of 2.

1950—Humber Hawk saloon, bronze, red upholstery, heater, really immaculate condition; £635; p.e. and h.p. facilities.

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (8 lines). [C1008]

HUMBER

1953—August Humber Hawk, 100 miles.—Weybridge 600. [C4023]

1949—Humber Super Snipe, grey, leather; £575.—Odeon Motors, Ltd., Barnet 4100. [C3028]

£575—Hawk Mark III, heater, one owner.—Burge, 1, Garden Court, E.C.4. (Con. 2576.) [B236]

1953—Humber Hawk saloon, 200 miles only.—Green & Zonis, 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028]

11000 miles; Humber Hawk Mark IV, Radiomobile, heater; £755.—Pickett, Harrod Rd., Margate, Thanet, 2040. [C2028]

1946—Humber Hawk saloon, one owner, exceptional throughout; £465.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010]

GUY ALFRED & Co., Ltd.—1949 Humber Pullman limousine, carefully maintained, superb order.—6-7, Warren St., W.1. Euston 3265. [C1005]

900 Miles.—1953 Humber Super Snipe, new condition; terms or exchanges.—Broadway Motors, 87, High St., Hounslow, Hou. 0175. [C1028]

1948—Humber Hawk 14hp sunshine saloon, black, fitted radio and loose covers, excellent tyres; £495.—Bands, Burnham, Bucks, 1094. [B256]

1946—Humber Super Snipe de luxe saloon, excellent condition; £395.—Jacquier, Ltd., 225-7, Hammersmith, W.6. Riverside 6677-8. [C2043]

£575—Phase II Humber Super Snipe saloon, owned, black/lan leather, new body styling, privately

1945—Phase II New Look Humber Pullman limousine, 1949 model, privately owned and serviced since new by the makers themselves, the whole car in vastly superior condition to the usual run, black coachwork practically unblemished, immaculate interior, twin heaters, fog and passlights, moderate total mileage.

£685—Humber Pullman limousine, 1947 model, late registration and privately owned since new, completely original, except for engine modification carried out Oct. 1952, leather upholstery front and rear, heater, Rimbillahears, etc., total recorded mileage 25,500, looks considerably less.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1950—Humber Super Snipe saloon de luxe, leather interior, fitted heater, good tyre set this car has been very well maintained; £595.

REO TIMMS (MOTORS), Ltd., 17-19, High St., Totton, Beds. Tel. 31. [C4054]

£225—Humber Snipe 1939 4-door saloon.—J. Ashford Fleet, E. J. Lee (Leighton Buzzard) Ltd., 52, Lake St., Leighton Buzzard. Tel. 2172. [C1067]

HUMBER Hawk (June 1948), a very beautiful car, chauffeur maintained; £470.—Blue Star Garage, 63, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031]

1948—Humber Snipe saloon, guaranteed; £395; also 1939 Snipe saloon, guaranteed; £160. Payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]

WALTER SCOTT, Ltd.—1949 Humber Pullman limousine, black, 25,000 miles; £925.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube) Pri. 5914. [C4006]

£565—Super Snipe Mark II, 1949, extremely smart and mechanically excellent.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045]

1948—Humber Hawk, black, delightful condition, heater, etc., written guarantee; £499.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wuxlow 2645. [C2057]

1948—Humber Hawk, grey, excellent condition; £485.—Garage Service Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 6692. [C2019]

1938-9—Humber 20hp Snipe, 23mpg, one owner, lovely engine, immaculate throughout, genuine, 51,000 miles; £225.—Tel. Wellingtonborough, Northants, 3255. [B286]

JACK ROSE, Ltd., offer: 1952 (August) Humber Super Snipe saloon, in black, 10,000 miles, one owner; cost £1,650, accept £245.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

1953 (July) Humber Super Snipe touring limousine, 700 miles only, black; £1,450.—Chas. Garages (Sales), Ltd., Hanger Lane, Junction Western Ave., Ealing, W.5. Perviale 4404-5. [C1048]

HUMBER Imperial saloon, black, 1939, radio and heater, loose covers, chauffeur maintained, mechanically 100% indisputable from new car; £375.—Campbell Symonds, Wembley 6262. [C1057]

1952—Humber Pullman Estate Car, finished in natural wood and satin bronze, 4,000 miles only; the largest and most luxurious utility.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056]

ROSE & YOUNG, Ltd., offer 1952 Humber Hawk, 9,000 miles, fitted heater, radio, loose covers, etc., immaculate; £335.—65, Stenfold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

NAYLOR & ROOT—1950 Humber Hawk, suede green, brown hide, sun roof and heater; £695; 1946 Humber Hawk, sun roof, black/brown hide, £425; written guarantee.—25, East Hill, Clapham Junction, N. Batt. 2252. [C3022]

HEARSE Phase III (unregistered) 3-door, 6-Bearer Deluxe Coachwork, lavish equipment, exclusive design (ready service) competitive price, (brochure despatched)—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1]

LIMOUSINE, 1949 (new look) Pullman, black, partition, leather throughout, bargain, selection from £895.

LIMOUSINE 1950/51/52, partition, forward occasional, leather throughout, radio, heater, small luggage, competitive low prices.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Humber Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0872/R]

R. ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM—Lower Temple St. (Central 8411.)

ROCHESTER—(Chatham 2231.)

W. ROTHAM Heath—(Borough Green 4.)

MAIDSTONE—(Maidstone 3333.)

MANCHESTER—129, Deansgate. (Blackfriars 6677.)

CANTERBURY—(Canterbury 3252.)

R. ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R]

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6241. [W4018/R]

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Humber Super Snipe.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040]

HUMBER in good condition for cash.—Tel. Valentine 4674, after 6 p.m. [W2018]

PRIVATELY owned Super Snipe—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax, Tel. 4231. [0350/R]

BIRMINGHAM and Midlands—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R]

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0555/R]

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780/R]

THE Humber Specialists for all spares.—Ring Up 5637. See advt. under Parts & Accessories. [0398/R]

GEARS, parts.—Reconditioned, guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0378]

INVICTA

BARTLETT—Invicta Classic 100mph, low chassis, 2-4-seater, rebuilt at a cost of over £500; price £475.—27a, Fembridge Villas, W.11. [C1013]

INVICTA 4½-litre low 100-mph chassis, 4-seater, silver green with green leather, good all-weather equipment, good tyres, first-class mechanical order and exterior in showroom condition, new Meadows gear box, engine reconditioned 9,000 miles back; £425.—Automo Ltd., Hampstead 5450. [B112]

JAGUAR

H. HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444.)

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CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0527/R]

SLOCOMBES, Ltd.,

XK120—If you have searched for a really nice have seen, visit us and have your faith restored; we have two 1951's at £1,025 and £1,125 and they are worth seeing; h.p. and part exchanges welcomed; write h.p. accounts settled.

WE close at 30 p.m. (Saturdays 6 p.m.). Tel. call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CAR MART, Ltd.
1949—50 Jaguar 3½-litre Mark V saloon, radio, heater, 50,000 miles. £795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]
L. F. WARD, Ltd.
1938 8.5100 2½-litre, black, red upholstery, exceptional mechanical condition.
L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043]
J. DAVY, Kensington.

BELOW list price Jaguar Mark VII saloon, July, 1953, radio, one owner, very low mileage.—180-4, Kensington High St. Western 9641 and 215, Brompton Rd. Ken. 1108. [C1069]

SWANMORE GARAGE offer:—

1953 Jaguar Mk. VII, 7,000 miles only; £1,695. EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. Ken. 1108. [C4024]

CHARLES POLLETT, Ltd., offer:—

1952 Jaguar Mark VII sal., black, red leather, one owner, radio, screenwash, loose covers, exceptional condition throughout; £1,525.
18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Eglon Ave., W.9, Cunningham 5936. [C2010]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Jaguar XK120, grey and beige leather, all modifications, wire wheels, racing seats and screens, spare rear axle, one of the fastest models in the country; £1,250.
1947 Jaguar 3½-litre, black with brown leather, discs, heater, etc.; £475.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

W. J. BROWN, Ltd., established over 30 years.

1953 Jaguar Mark VII saloon, 7,800 miles, one owner, grey with red leather, absolutely immaculate car; £1,695.
339, Finchley Rd., N.W.5. Hampstead 4414. [C1025]

1939 Jaguar saloon, 3½-litre, radio, taxed; £200. [C1025]

COLE'S GARAGE, Worples Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1952 Mark VII Jaguar, 14,000 miles, radio; £1,365.—Mansfield Autos, Ltd., Euston 2587. [C9001]
 (Aug.) Jaguar Mark VII saloon, grey, one owner in super condition; £1,465.
A. C. BULPIN & SON, Ltd., Newton Abbot, Tel. 575. [B324]

£495 1947 Jaguar 3½-litre sports saloon, fully equipped and excellently maintained.—Below.
£795 1950 Mark V Jaguar de luxe saloon, very fast and attractive, in unblemished condition throughout.—Below.

£495 1946 Jaguar 1½-litre saloon de luxe, recent overhaul, outstanding condition; 5 months guarantee; hire purchase, exchanges.
L. A. BISH, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1949 3½-litre saloon, grey, radio, heater, air; £525.—Campbell Symonds, Wembley 61262. [C1037]

BEARDS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3344. [0081/R]

1952 (March) Jaguar Mark VII saloon, black, brown hide, small mileage, as new; £1,500.—Below.

1948 Jaguar 3½-litre d/h coupe, grey, good hood, very nice condition, guaranteed.—Below.
Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011]

1937 Jaguar 2½-litre saloon, excellent; £185; terms.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 4579. [C4036]

1938 2½-litre Jaguar 100, excellent condition.—Rothwell & Milborne, Central Garage, Malvern, Tel. 800. [B067]

1947 Jaguar 3½-litre saloon, splendid condition; £510.—Aulworth, Ltd., Winchester. Tel. Winchester 4834. [C1010]

GUY ALFRED & Co., Ltd.—1949 Jaguar 2½-litre sports saloon, 1952 condition.—6-7, Warren St., W.1. Euston 3268. [C1005]

£350—Jaguar 2½-litre 1939, 2,800 miles after reconditioning, account available, excellent condition.—Box 0419. [B163]

ELITE offer: £555; Jaguar 1½-litre, black, fawn leather interior, Ace discs, a really attractive car; yours for £180 deposit.
ELITE MOTORS, 951-961 Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]

1938 2½-litre drop head coupe, Ace discs, beautiful car, fine condition; £295.—Fell, 12, Whiston Grove, Rotherham. [B172]

1949 Jaguar Mark V saloon, black/brown, in exceptional condition; £765.—Jack Ralph (Bournemouth), Ltd., Winton 535. [B046]

1947 Jaguar 3½ saloon, grey, grey leather, heater, 5 new tyres, beautiful condition; £550.—Bordon 234 (near Aldershot). [B224]

1953—Green & Zonis, Ltd., 246-252, Denagatte, Manchester, 3. Tel. Denagatte 3325-6. [C2026]

1952 Jaguar Mark VII, 8,000 miles, absolutely immaculate; £1,695.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015 [C4052]

JAGUAR
JAGUAR 2½-litre 1950, magnificent condition, low mileage, heater, radio, etc.; £815 for quick sale; new car having been delivered.—Box 0427. [B235]

1952 (July) Jaguar Mark VII saloon, mileage 12,000 only, one owner, colour grey with red upholstery, taxed, immaculate condition; £1,495.

1947 1½-litre Jaguar saloon, recently overhauled, colour black, Ace discs, taxed year; £495.—R. S. Moss (Sales), Ltd., 32, Queen St., Maidenhead. Tel. Maidenhead 4331-2. [C5011]

1950 Mark V saloon, finished in gunmetal grey with red leather, radio, heater, etc.; £481. One owner car; £845.—Robbins, East Putney. Tel. 4581. [C5010]

JAGUAR 1957 2½ saloon, exceptional condition, first-class engine, any trial; owner selling for Mk. VII; £395.—Enquiries Box 0440 or West Mallins 2195. [B516]

1947 Jaguar 1½-litre saloon de luxe, immaculate condition; £495, 3 months' written guarantee.—Brown's Garage, Lougham (Essex) 3119 (Tube). [C1034]

475 gns.—Jaguar, 1947 3½-litre saloon, gunmetal, sliding head, grey leather, heater, radio, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Jaguar, November, 1937 2½-litre saloon, black, sliding head, maroon leather, very good condition, taxed; terms, exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube) Hampstead 6041. [C4012]

£195—1937 Jaguar 2½-litre sports saloon, black and chrome, excellent runner; £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024/1]

1951 (March) XK120, black and beige, mileage 26,000, car in excellent condition, tyres good, taxed; £885.—Bird, 118, High Rd., Lee, S.E.13. Lee Green 1072. [B137]

£335—1939/40 Jaguar 1½-litre drop head foursome coupe, a rare and beautiful car for £155 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS SECOND-TO-NONE in PULLING POWER

1939 Jaguar 1½-litre saloon, one owner, reconditioned engine, coachwork and mechanically in exceptionally good condition.—Beardmore, Queensway, W.2. Baywater 0136. [C1015]

1939 Jaguar 2½-litre saloon in black, really exceptional condition throughout, radio, taxed Dec. £525.—Dudley Mims Automobiles, Tynley Rd., Bromley, Kent. Ravensbourne 2446. [B209]

1950 (October) Jaguar Mark V 3½-litre saloon in gun metal with grey hide interior, H.M.V. radio, rimbellhorns and other extras, outstanding example of this high-performance car.
HENLYS, Ltd., 1-5, Peter St., Manchester, 2. Tel. Eba. 7445. [B091]

XK120 1951, unmodified, excellent example in original silver with red leather, taxed and fitted heater, no competitors use; £985; terms, exchanges.—Rudds, 65, Victoria Rd., Worthing. [B246]

1952 Jaguar Mark VII saloon, mileage 12,000, excellent condition; £1,495, would accept order car part exchange.—Grange Farm, Everton, Lymington, Hants. Tel. Milford-on-Sea 2567. [B194]

ROSE & YOUNG, Ltd. offer: 1949 Jaguar Mark V saloon, immaculate condition, fitted radio, black; £765.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6484. [C5057]

JAGUAR 3½ Mk V, mid. 50, 25,000, pastel blue, grey leather, immaculate; best offer over 795 gns secured.—Taylor, Sweet & Knowle, Preston-on-Slour, Warwickshire.—Tel. Alderminster 215, mornings 9-11. [B244]

1950 (July) Jaguar Mark V saloon, ivory with red upholstery, radio, heater, a most attractive greatly admired car, mechanically perfect, showroom condition, one owner; £950.—Larwood, Windsor Hotel, Ot. Yarmouth. Tel. 2850. [B214]

JAGUAR XK120, November, 1951, finished in ivory, 7,000 miles only, indistinguishable from new, never driven hard or used in competitions; sacrifice, £159.—Sackville Garages, Ltd., County Garage, Sackville St., Manchester, 1. Tel. Central 5951. [B015]

JAGUAR
TANKARD & SMITH, Ltd. offer 1946 Jaguar 1½-litre saloon, grey with red leather, special equipment motor, excellent throughout, 2495, three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4901-2-3. [C4026]

1951 Jaguar Mk. V 3½-litre saloon, birch grey with grey upholstery, medium and a/wave radio, screen washers and other extras, faultless condition, under 16,000 miles, one fastidious owner, any inspection invited. £1,050.—Cooper, 31, Hamilton Rd., Ealing, W.5. Tel. Eal. 0749. [B058]

1953 XK120 fixed head coupe, r.h. drive, red leather, first registered July, 1953, high-compression engine, 2.7 back axle, 430 miles only; £2,250 (part exchange welcomed).—Clayton & Carr (Levy) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050]

1951 Jaguar XK120, special finish, extras and modifications costing £700, a beautiful car in almost new condition throughout, must be seen and tried to be fully appreciated; £1,275. Part exchange enquiries invited.—G.P. Moyle, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016]

COUPE XK120, r.h. drive, 3,000 miles only, full modifications, camshafts, 8 to 1 c.r., twin exhausts, stiffer suspension, wire wheels, high axle ratio, H.M.V. radio, windscreen washer, etc.; £1,900.0.0.—Hawthorn, Tourist Trophy Garage, Farnham. Tel. 5563. [B121]

CAMDEN MOTORS for Jaguars—1½-litre 12hp saloon, 1937, one of the smallest, lowest-priced of Jaguars with amazingly economical performance, late owner has spent over £130 this year alone on mechanical reconditioning, new cylinder block and head, bearing, piston valves, brake assembly, king pins, bushes, etc.; exceptional bargain at £195.

CAMDEN MOTORS for Jaguars—1½-litre 14hp sports by enthusiast owner who has just taken delivery of new Mk. VII engine reconditioned at Jaguar works Nov. 1952, and just decocked for first time after 8,000 miles, brakes, steering suspension, etc., all that you would wish them to be, colour silver grey, several extras, Ace wheel discs, Lucas pass lights, Trumpet horns, etc.; £395.

CAMDEN MOTORS for Jaguars—1½-litre 14hp sports saloon, 1939, identical in every respect to 1947 series, a car of most outstanding appearance, Jaguar green cellulose, positively immaculate and mechanical order in keeping; £395.

CAMDEN MOTORS for Jaguars—1½-litre 14hp sports saloon, 1939 (June), excellent history, two owners only since new, stored 1940-1945, with moderate total mileage, original cellulose just a shade less bright than above, two examples; £395.

CAMDEN MOTORS for Jaguars—1½-litre 14hp sports saloon, 1939, quite a nice car, good appearance, mechanically, well shod and carrying our usual written guarantee; £295.

CAMDEN MOTORS for Jaguars—1½-litre 14hp sports saloon, June, 1946, fitted discs, good appearance, particularly the upholstery, which is very bright, steering, brakes and suspension now undergoing expert overhaul in our workshop; £450.

CAMDEN MOTORS for Jaguars—1½-litre 14hp special equipment saloon, later registration than above and fitted nearly £100 worth of extra accessories not found on standard model, magnificent radio, built-in air conditioner and heater, long-range head lamps, dual pass lights and Mellowtone horns, exceptional order; £495.

CAMDEN MOTORS for Jaguars—1½-litre 14hp sports saloon, 1947, Jaguar green with interior leather to match, purchased direct from original owner, coachwork entirely original, major engine overhaul earlier this year; £495.

CAMDEN MOTORS for Jaguars—1½-litre 14hp sports saloon, 1949 model (4.12.48), in black with ten leather, moderate mileage and a nice car all round; £595; also a special equipment model with D.R.H. radio, heater, discs, etc.

CAMDEN MOTORS for Jaguars—2½-litre sports saloon, late 1940, which has had nearly £500 spent on overhauls in order to keep the car in top condition, including complete mechanical reconditioning, carried out at Jaguar Cars, which cost the owner over £200, the schedules of work would fill a whole column of this paper and can be inspected at our showrooms; this is probably the finest example of its series in the country; £595.

CAMDEN MOTORS for Jaguars—2½-litre sports saloon, 1951-9, fitted Smith's heater, fog and pass lights, etc.; outstanding order; £295.

CAMDEN MOTORS for Jaguars—2½-litre drop head foursome coupe, 1949 model, one of the very few right-hand drive post-war drop heads available, very good condition indeed with excellent hood and tyres, full special equipment, built-in heater and air conditioner; £595.

CAMDEN MOTORS for Jaguars—3½-litre sports saloon, 1939, excellent chassis and engine, coachwork original and now undergoing complete respray in our own workshop; £295.

CAMDEN MOTORS for Jaguars—3½-litre competition model 100 2-seater, 1958-9, very striking appearance in pastel blue with cream leather interior, reconditioned mechanically in August last year, full equipment, hood, tonneau cover, Aero screens, stone guards, badge bar, Windtones, pass lights, outstanding condition; £450.

CAMDEN MOTORS for Jaguars—3½-litre sports saloon, 1947, attractively finished in bronze with red leather, reasonably moderate mileage; £495.

CAMDEN MOTORS for Jaguars—3½-litre sports saloon, 1947, good mileage and later registration than above, Motorola radio, heater, loose seat covers; £545; also one in grey with similar extras but no radio at £525.

CAMDEN MOTORS for Jaguars—3½-litre sports saloon, 1948, silver-grey with grey leather, expertly maintained, recent Rubbexal underbody protection, engine just decocked, serviced and tuned; £575.

CAMDEN MOTORS for Jaguars—Mark V saloon, 1950, fitted radio and heater, low mileage one-owner car, choice of two, one 2½-litre, one 3½-litre, from £445.

CAMDEN MOTORS for Jaguars—Mark VII saloon, April 1951, beige, red leather, radio, heater, screenwash, one fastidious owner and in superb order throughout; £1,475.

CAMDEN MOTORS, the Jaguar Specialists, Leighton C. Buzzard, Beds. Tel. 2041. Open till 8 p.m. [C1055]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1952 (January) gunmetal Mark VII saloon, pale blue upholstery, as new throughout, spare unused, 9,000 miles, H.M.V. radio, rimbella, spot-lamp, screenwash, 2-speed wiper motor; £1,585; taxed; terms and exchanges—Kendalla Garage, Ansty Rd., Coventry Tel. Walsgrave 2555. [8215]

Jaguar Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jaguar cars.—150 Park Lane, W.1. Grosvenor 3434. [0875/R]

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar car, offers appreciated.—Farnmouth Rd., Guildford. Tel. 62907. [0234/R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R]

JAGUAR wanted in good condition for cash.—Valentine 4674, after 6 p.m. [W2018]

OFFER your Jaguar to Rudds, 65, Victoria Rd., Central Station, Worthing 4635. [6422]

PRIVATELY owned XK120—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

FULL value paid for Jaguar or similar.—54, Street-ham Hill, S.W.2. Tulse Hill 2676. [W5016]

MARK V Jaguar wanted, low mileage, good price paid for car in specimen condition.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5, Frenchie 8601. [W4056]

XK120 wanted in good condition for cash.—Valentine 4674, after 6 p.m. [W2018]

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. 514, 9300, Seven Sisters Rd., Tottenham, [0180/R]

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8641. [W5041]

1946-49 1½-litre Jaguars urgently required.—London Cars, 502-6 Greenford Rd., Greenford, Middx. Watlow 2643. [W2057]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R]

REQUIRED privately, Mark VII in perfect condition; would exchange 1953 A70 saloon (5,500) or 1953 Minor saloon (1,500), both as new.—Particulars to HM/LETS, London, W.C.1. [6183]

YOU will be well advised to offer your Jaguar car at your price to the Jaguar specialist; we buy and sell Jaguars and Jaguars only; our advice and valuations are free.—Chapstow Garages, Ltd., Bayswater 2949. [W1042]

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford, (Ealing 3477).

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6219-7.

QUICK completion of repairs 10563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lane, N.13, Palmers Green 3631-2-3. [84002/R]

PERELESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22594. [0430/R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R]

LEOARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R]

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4080. Deansgate, Manchester, Tel. Deansgate 5507. [0391/R]

WEMBLEY MOTOR MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Motor Motors Service Station, Forty Avenue, Wembley Arnold 1154-5. [0719/R]

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [0630/R]

£120 buys a special bargain.—See Metamot famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 6231. [0527/R]

JEEPS!!! Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester Tel. 4654. [C1010]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1915. [0033/R]

JEEP

JEEPS.—Britain's leading Jeep specialists, all spares in stock, prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0241/R]

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (See Jeep Spares below). [C3066]

Jeeps Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4758, 4759. [63066]

JENSEN

BROOKLANDS: Individuality, new and used cars

NEW Jensen Interceptor saloon available.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 3351-6 [C1029]

JOWETT

WM WELBECK MOTORS, Ltd., Jowett enthusiasts, specialists and largest stockists in the country.

WE offer a complete range of the finest used Jowetts in the country; every Jowett we sell is covered by our unique no-condition, no-reservation, 3-month guarantee, under which any defect is made good free of all charge.

THIS week we offer the finest Jupiter in the country; appearance and performance are quite fantastic; the car was originally delivered in 1952 (total mileage under 12,000), but in April, 1953, the makers incorporated all 1953 modifications at a cost of £122 (including of course latest engine) and since then the car has covered 3,000 miles, the car has been passed by the makers in new condition; approximately £200 worth of extras are fitted, including detachable hard top of the most expensive type, radio, spot lamps, stone guards, NZ41 brake linings, screen washers, 2-colour scheme etc.; we offer the car at £885, no offers; documented history and sheets are all open to inspection.

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4049]

C. P. CLARKE'S OF FIBRIGHT.

THE Jowett centre of the south.

DISTRIBUTORS.

NEW and used Javelins.

DELIVERY from stock:—

1952 Javelin de luxe saloon; £725.

1951 Javelin de luxe saloon; £675.

1949 Javelin de luxe saloon; £550.

1952 Jupiter, one owner, British racing green, serviced by us since new; £895.

1949 Javelin de luxe saloon, fitted hardened crankshaft; £525

ALL used Javelins are reconditioned.

DAY and night service in Guildford, Woking and Aldershot areas.

SALES staff available at all times.

PIRBRIGHT, Surrey.

BROOKWOOD 2201-2. [C1049]

NEWNHAMS, Ltd.

1951 Jowett Javelin de luxe saloon, green, one owner; £675

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, The hire-purchase specialists.

1950 Jowett Javelin saloon in really beautiful order throughout, 18,000 miles only, superb performance, one owner; 579ms.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards). [C9407]

B. J. HUNTER, Ltd., offer:—

1953 Jowett Jupiter coupe, unregistered, works mileage, shop soiled; bargain; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

SAUL & SLATTER, Ltd., offer:—

1951 Jowett Javelin de luxe saloon, 17,000 miles; £650.

44-46, Aldermans Hill, N.13 Tel. Palmers Green 3631-2-3. [C4002]

RICHARDS & CARR special offer:—

EX-BEQUART special 1953 Javelin, works prepared for rally use with every conceivable modification and extra; better than Jupiter performance with Javelin comfort; ready for immediate use in rallies or fast touring; £795.

JUPITER, 1952, 12,000 miles, red, luggage rack, etc.; £695.

RICHARDS & CARR, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045]

JOWETT

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

1953 Jupiter Mk. I, scarlet, unregistered, shop soiled, bargain £900; also new Javelin de luxe saloons in stock; complete spares stocks.—Horley, Surrey. Tel. Horley 17. [0961/R]

1951 Javelin de luxe saloon, one owner, well maintained; £695.—Below.

1938 Jowett 8 saloon, reconditioned engine just fitted, 60mpg, in very fine condition; £210.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. [C4053]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, A. Welwyn 461-2-3, offer:—

1949 Jowett Javelin saloon, finished black, beige leather, radio, heater, very good order throughout; £535. [C1001]

1933 Jowett saloon 7hp, reasonable condition; £45 or near offer; Surbiton.—Box 0421. [6166]

1951 Jowett Javelin de luxe saloon, green, one owner, first-class condition throughout; £665.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3004]

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon, Cro. 3641-2. [0463/R]

JOWETT and Javelin agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines).

1951 (Oct.) Javelin de luxe, maroon, radio, show-room condition throughout; £675.—Bunting Motor Exchange, Harrow. Tel. 6225/6. [7912]

1953 Jupiter, 277 miles only, quite unmarked, fully guaranteed; £895.—The Jowett Distributors, Gordon Cars (London), Ltd., 134, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302/R]

JOWETT Javelin, Jupiter and Bradford.—Full range of new and guaranteed used models on view at Jowett Sales, 7-9, Russell Parade, Golders Green, N.W.11. Speedwell 9761 (10 lines). Gordon Cars (London), Ltd., the London Distributors. [0134]

£665!!! Jowett Jupiter, 1951, a unique car, specially prepared for recent Monte Carlo Rally where it won premier award in its class, the excellence of its mechanical order goes without saying, this really is a very special Jupiter which must appeal to discriminating purchasers.

CAMDELL MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

Jowett Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. [0874/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 3991, largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year; we particularly need a 1953 Javelin de luxe saloon, and will pay a most exceptional price for such a car. [W4049]

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Jowett.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

JAVELIN in good condition for cash.—Tel. Valentine 2058 or 4674, after 6 p.m. [W2018]

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045]

Jowett Spares and Service

MILESTONE (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2429, 308, Erith Rd., Bexleyheath. [0571/R]

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0006/R]

BIRMINGHAM main agents; large stock of spares.—Frank Moseley (A. & S.), Ltd., The Depot, Birmingham, 18, Edg. 0916. [0549]

KINGSTON-ON-THAMES.—Distributors for Jowett, Westons Park and 84 Eden St., Kingston. Kin. 2241-2. [84053/R]

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R]

A V MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience; spares and service. [0759/R]

MOTORING to London? Bring your Jowett to the West End service centre for "Energo" B.P. Lubrication, repairs, spares.—Wimbush's (Est. 1760), Headfort Place, Hyde Park Corner, S.W.1. Sloane 0151.

JOWETT Javelin, Jupiter and Bradford; for the convenience of both the public and the trade full spares, service, repairs and guarantee claims facilities now available at Jowett Service, 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines).—Gordon Cars (London), Ltd., The London Distributors. [0133]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

METCALFE & MUNDY, Ltd.
THE most beautiful Lagonda owner-driver sedan coupé, complete works overhaul, in unbelievably good condition; many expensive extras.—280, Old Bromington Rd., S.W.5, Farnham 5471. (C3064)
GUY SALMON AUTOMOBILES offer:—
1953 (June) Lagonda 2.6-litre Tickford drop head coupe, Vantage engine, H.M.V. radio, rev. counter, Ace rimbellishers, screen washers, 1,600 miles; £2,950.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)
BROOKLANDS, Lagonda distributors, latest models.

1952 Lagonda 2.6-litre saloon, 13,000 miles.
1951 Lagonda 2.6-litre coupe, immaculate.
1951 Lagonda 2.6-litre saloon, 6,100 miles.
1950 Lagonda 2.6-litre saloon, small mileage.
BUY or sell your car at
103, New Bond St., London, W.1. Mayfair 8551-6. (C1029)
!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars" (C1046)
DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.)
1935 3½-litre 4-door sports saloon, very good coachwork and mechanical condition throughout.
1937 4½-litre LQ45 sports saloon, 4,000 miles since complete engine and chassis overhaul and coachwork recellulose.
1938 4½-litre LQ6 drop head coupe, engine now being rebored and car comprehensively checked.
1951 series 2.6 sports saloon, one owner, recellulosed black, radio, heater, screen washers, Ace rimbellishers, serviced entirely by manufacturers. FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.
WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.
DAVIES MOTORS, Ltd., 237, London Rd., Staines, Tel. St. 421-2-3-4-5 or (private) Walton-on-Thames 1562. (C10890)
PERFORMANCE CARS, good selection, always available, written guarantee.—See under "Sports Cars."

1951 2½-litre Lagonda saloon, light maroon with beige leather, 8,000 miles; £1,675.—Mayfair 5242. (C5030)
1938 Lagonda V.12 short chassis saloon, recent complete works overhaul, all latest modifications; £795.—Taylor and Crawley, 48, Kensington Court, W.8, Western 6015. (C4036)
1952 Lagonda 2½-litre drop head coupe, maroon, fawn leather, one owner, 8,000 miles, chauffeur kept, superb condition in every respect; £2,150, many others; exchanges, deferred terms.—John B. Truscott, Ltd., 173, Westbourne Grove, W.11, Hay 4274. (C4035)

Lagonda Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)
PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 9841. (W3041)

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.) for all forms of Lagonda repairs and maintenance—no matter what its type we can offer specialised service.
273, London Rd., Staines, Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. (S1080)

LANCHESTER

GUY SALMON AUTOMOBILES offer:—
NEW Lanchester 14 saloon to full maker's specifications, choice of colours, immediate delivery; list price £1,179/15/10.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C3001)
STRATSTONE, Ltd., Lanchester distributors.
LANCHESTER 14hp saloon (1953), green with green leather, 4,000 miles only; £1,095.
LANCHESTER 10hp saloon by Barker (1951), black with brown leather, 17,000 miles only; £875.
STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4004.) Service: T. Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) (C4062)
GUY ALFRED & Co., Ltd.—1949 Lanchester 11, superb order.—6-7, Warren St., W.1 Euston 3268. (C1005)
1939—40 Lanchester 14 Roadster, most beautifully finished in black with brown leather interior, in really superb condition; £265.
MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Maidstone. Pen. 3437. (C3000)
£145—1937 Lanchester 11 de luxe saloon, runs well, an unrepeatable bargain; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1024)
ROYS offer:—1939 Lanchester 11 saloon, good; £235; H.P. and exchanges.—Roya Automobiles Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station, Euston 2700 and 8894. (C5059)
£350—1939 model Lanchester Roadster 4-door saloon, engine recently overhauled, one owner very carefully used; terms, exchanges.—G. S. Hall, Ltd., 302, Kings St., Hammersmith, W.6, Riverside 2361. (C2051)

Lanchester Cars Wanted

CASS'S MOTOR MART require carefully used Lanchester—5, Warren St., W.1. Euston 41040 (W1040)
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

Lanchester Cars Wanted

H. P. EDWARDS urgently require good Lanchester for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)
WANTED, 1948-9 Lanchester 10 in part exchange for the new Daimler Conquest; a reasonable deal assured.—Wm. Monk, Ltd., Aston-under-Lyne. Tel. Ashton 1008-9 and 1531. (B245)

Lanchester Spares and Service
PRELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2351. (0146)
ARCOT ENGINEERING, Ltd.—Preselcted gear boxes, exchanges and repairs.—109, Fulham Rd., S.W.3, Kensington 7301. (0237/R)
CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kilminster Rd., Croydon 5773. (0699)
ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares repairs, etc.—Tel. Macaulay 6252-4 and 4199. (0642/R)

LANCIA

MAIDSTONE ENGINEERING Co.
THE Northern Lancia Specialists offer:—
CHOICE of two Lancia Aprilias for £425.
MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3437. (C3000)
JOHN B. TRUSCOTT, Ltd., for Lancia.
ALSO many other makes.
173, Westbourne Grove, W.11, Bayswater 4274. (C4035)
LANCIA Augusta, 1935 model, brown/cream, in excellent condition; £210.—Tottenham 6767. (B555)
1938 Aprilia, mechanically perfect, no rust, repainted; £435.—Tel. Bishop's Stortford 382.

£495—Lancia Aprilia (Dec. 1938) saloon, maintained regardless of cost, very attractive metallic finish, excellent tyres.—Below.
£235—Lancia Augusta 4-door pillarless saloon, original condition, beautifully kept, v.e. tyres; many others.
BENNETT & Co., Ltd., Clarendon Rd., Holland Park, London, W.11, Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. (C1017)
LANCIA Astura 25hp 8-cylinder, an old favourite, Farina 4-seater drop head coupe, grey, blue leather upholstery, new hood and lining, body recently stripped and repainted in aluminium, engine and chassis overhauled, many extras; £385.
R. O. WIMBUSH, Ltd., 512, Earls Court Rd., London, E.W.5, Farnham 5471. (C4056)

AURELIA B.10 1951 pillarless saloon (exhibited Show 1950), 36,000 miles, one private owner, Lancia maintained throughout, timed 36 m.p.h., 27 m.p.g., oil negligible, cruises effortlessly 75, superb roadholding, green, unmarked, heater, loose covers; £2,300. Box 0569. (B103)
1938 Lancia Aprilia, reliable, economical, comfortable, fast and safe, good tyres, no rust and underseals, interior recently renewed, Gallay heater, Marchal head lights, Bosch pass light, immersion water heater, teledraulics, etc., no dealers and only to appreciate home; £450.—Box 0413. (B156)
£525—Lancia 12.9hp Aprilia 4-door pillarless saloon, 1939, probably the finest example of this rare and desirable Continental series in the whole country, immaculately finished in pastel grey with rich leather upholstery and in practically faultless mechanical order, extensive reconditioning carried out by the makers just over 12 months ago including complete overhaul of engine, brakes, steering and suspension, at a cost of £150, numerous extras, H.M.V. radio, Andre Telescop shock absorbers, special Marchal reversing lamp and Marchal head lamps, etc., performance can only be fully appreciated by a trial of the car itself.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

Lancia Cars Wanted

PERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 9841. (W3041)
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)
REQUIRED, good used Lancia Aprilia or later model. —Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)
KEVILL, DAVIES & MARCH, Ltd. will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1, Gros. 2565. (W2054/R)
LANCIA—John B. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11 Bay. 4274. (W4055)

Lancia Spares and Service
LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice. For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alpertown, Wembley (Perivale 5656.) (0520/R)
LEA-FRANCIS
B. J. HUNTER, Ltd. offer:—
1948 Lea-Francis 14hp saloon, showroom condition throughout; £495.
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2, Tel. Gladstone 5303. (C2040)
1948 Lea-Francis saloon, one owner, exceptional condition; £325.—Autowork, Ltd., Winchester. Tel. Winchester 4854. (C1010)
1951 (Mar.) Lea-Francis sports 4-seater tourer by Westland, red/brown leather, one owner, 21,000 miles, many extras, as new; £285.
H. A. SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1, Euston 4511. (C4040)

LEA-FRANCIS

CHARLES POLLETT, Ltd., Sole distributors Lea-Francis London and Home Counties, offer the following:—
1950 Lea-Francis 2½-litre streamlined sal., black, sun roof, special red leather, heater, radio, screenwash, ace rimbellishers, complete overhaul in our Service Station 5,000 miles ago; £1,025.
1950 2½-litre sports 2-4 seater, 24,000 miles only, fitted high compression pistons, telescopic shock absorbers, terrific performance, colour gummetal, wind-up windows; £825.
1949 57,000 miles, serviced and guaranteed; £825. IMMEDIATE delivery of new Lea-Francis 14hp sal., colour dark green, beige leather, heater and demister, one only, at new list price £1,261/19/2 including P. Tax.
18, Berkeley St., W.1, Mayfair 6266.

SERVICE Works & Stores—Barnsley, off Elgin Ave., W.9, Cunningsham 5936. (C2010)
1947 Lea-Francis, 14hp, just repainted metallic grey, radio, heater and many other extras; £525.—Hodgkin, East Burnham Grove, Farnham Royal, Bucks. 16054
£495—Lea-Francis 1½-litre 4-dr. 1946 saloon, low-swept body, very attractive tip-top performance, small mileage, cost app. £1,700; special opportunity; many others.
BENNETT & Co., Ltd., Clarendon Rd., Holland Park, London, W.11, Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. (C1017)
1951 Lea-Francis sports 2-4 seater, 25,000 miles, fitted high compression pistons, high lift camshafts, works maintained since new, tremendous performance; £955.—Box 0410. (B148)
1951 14hp saloon, one owner, completely overhauled, including rebores and relevel, really mint condition; £645.—Alexander Engineering Ltd., Haddenham 345, Bucks. (7704)

695 m.s.—Lea-Francis, 1949 14hp Mark V streamlined sports saloon, black, fawn leather, built in head lamps, I.F.S., radio, carefully used, exceptional condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (C4018)
Lea-Francis Cars Wanted
B. J. HUNTER, Ltd.
FOR IMMEDIATE purchase of your Lea-Francis
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2, Gladstone 5303. (W2040)
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)
CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1, Mayfair 6266
OFFICIAL Lea-Francis London Service Station, Works and Stores:—
BARNSDALE Yard off Elgin Avenue, W.9, Tel. Cunningsham 5936-7. (0595/R)

Lea-Francis Spares and Service
SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. (0332/R)
CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1, Mayfair 6266
OFFICIAL Lea-Francis London Service Station, Works and Stores:—
BARNSDALE Yard off Elgin Avenue, W.9, Tel. Cunningsham 5936-7. (0595/R)

LINCOLN
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (0747/R)

MERCEDES-BENZ
MERCEDES-BENZ (OT. BRITAIN), Ltd. offer:—
1935 Type 290 23hp 4-5-seater cabriolet, right-hand steering, blue with grey leather; £375.
1937 Type 540K cabriolet B, right-hand steering, black with beige leather, in exceptional condition throughout; also one only type 170V 14hp 4-door saloon, left-hand steering, light metallic blue, beige leather, maroon zoon covers fitted.—Victoria 6715. (C3003)
1937 Mercedes-Benz 290 model 6-cylinder 23hp cabriolet 4/5-seater, we have just recellulosed this in unblemished black and fitted new fawn carpets to match the leather interior, fitted excellent tyres; £375.
MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3437. (C3000)

Mercedes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd. Sales Service and Spares, 111, Grosvenor Rd., S.W.1, Victoria 8715-6. Night Service: Victoria 3144. (4735)
MERCUARY
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. (0747/R)

M.G.
DICKS
1948 M.G. TC sports 2-seater, very attractive and fast car; £395.
DICKS CAR SALES, Ltd., 585-601, High Rd., Esher, Surrey, Maida Vale 6889-9. (C1072)
CAR MART, Ltd.
1952 M.G. T.D., 13,000 miles; £645.—Car Mart, Ltd., 130, Park Lane, W.1, Grosvenor 1301. (C1059)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PC

PERFORMANCE CARS.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. 1½-litre sports saloon, 1949, £595; M.G. T.C. 2-str. roadster, 1949, £495.

M.G. T.C. 2-str. roadster, 1947, £395; M.G. T.C. 2-str. roadster, 1946, £375.

M.G. T.A. 10hp 2-str., 1959, £325; M.G. T.A. 10hp 2-str., 1959, £295.

M.G. T.A. 10hp 2-str., 1957, £255; M.G. P.B. 9hp Airline coupe, 1956, £245.

M.G. P.B. 8½ C 2-str. ex-Harewood, £325; M.G. T.A. 8hp 2-str., 1954, £195.

M.G. 1½-litre sports saloon, 1949, £595; M.G. T.C. 12 hhp 2-str., choice of 4 from £125.

M.G. V.A. 1½-litre drop head four-seater, 1959, £325; M.G. V.A. 1½-litre sports saloon, 1957, £255.

M.G. 2-litre 10hp tourer, 1956, £195; M.G. 2.6-litre sports saloon, 1959, £365.

PERFORMANCE CARS. Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8941) or 107, New Cavendish St., Great Portland St. (C5041) (Museum 6251).

GLANFIELD LAWRENCE offer:—

1949 (August) M.G. T.C. sports, ivory/green 25,000 miles, exceptional condition throughout; £485.—407, High Rd., N.12. Finchley 0091. (C2053)

PHILIP RICKARDS, Ltd., offer:—

1953 M.G. T.D. black finish, mileage 1,100, perfect; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C5051)

PARADE MOTORS (MITCHAM), Ltd., offer:—

1946 M.G. T.C. black and red; £365.

1946 M.G. T.C., black, Jumbo tyres all round, bumper bars front and rear, twin tone horns, "Flamethrower" spot light, taxed, £390.

1946 M.G. V.A. 1½-litre 4-door saloon, immaculate throughout; £365.

1948 M.G. T.C., red and silver; £415.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade Mitcham, Tel. Mitcham 3392.

T.A., 1958, immaculate con., low mileage.—Rickmansworth 5424. (C5036)

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

CASS'S MOTOR MART.—1939 1½-litre M.G. sports saloon, superb order.

1938 M.G. 2-litre sports saloon, excellent condition, written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

T.D. M.G., Oct., '51, red, owner driver, good condition, no dealers; £550.—Box 0367. (C606)

A. CLAND & TABOR, Ltd., Welwyn By Pass, Hert.

1948 (Sept.) M.G. 1½ saloon, finished black with red leather upholstery, radio, heater, excellent order throughout; £625. (C1001)

1949 M.G. T.C., red, 25,000, looks new, one owner; £465.—Jones, Primrose 7363. (C142)

P.A. M.G., immaculate, exchange saloon 12-16hp, cash adjustment, or sell £200.—Lar 6216. (C251)

£625—M.G. Midget T.D. sports, 1952; immaculate bodywork and interior upholstery as new.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2354. (C2008)

BRANTS of Kingston, M.G. specialists, sales, spares, repairs.—108, London Rd., Kingston. Tel. Kin. 5546. (C0082/R)

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. (C085/R)

1953 M.G. T.D. 2-seater tourer, black, red leather, heater, immediate delivery.—Mayfair 5242. (C5030)

1949 M.G. T.C., a really most excellent example of this marque, black, full weather equipment; 395gns.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C5000)

1939 T.A., excellent condition, dark green and silver, T.B. type body, good India tyres; £275.—Box 0428. (C189)

1953 M.G. T.D. 2-seater, red/red leather, mileage only 1,300, a lovely car and as brand new; £470.—Box 0422. (C187)

£350—M.G. 1939 2.6-litre drop head coupe, exceptional condition.—Working 1524 or Central 4741.—Box 0412. (C154)

£150—M.G. Magnette, 1934, 4-air, sports, engine lined, good red cellulose, all over tonneau;—Hounslow 2038. (C240)

£285!!!—M.G. 18hp 3-litre sports saloon, magnificent condition; 3 months' guarantee, hire purchase;—Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6321. (East Finchley Underground). (C0952/R)

1953 M.G. T.D. Mark II, unregistered, list price, enthusiasts opportunity.—Fairlawn, Sutton Weaver, nr. Warrington. (C189)

1939 M.G. TA Tickford drop head coupe, green, beautiful condition throughout; £295.—Campbell Symonds, Wembley 6262. (C1037)

£195!!!—M.G. T.C., original condition, spotless throughout, genuine small mileage, 3 months' guarantee; hire purchase, exchange.

AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6321 (East Finchley Underground). (C2052)

M.G.

1939 M.G. T.A., immaculate condition throughout; £295.—Smith Car Sales, 3, High Rd., Balham, S.W.12. Balham 7638. (C267)

1949 M.G. T.C. 2-seater, 32,000, in very nice condition; £435.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (C4036)

£145—Magna M.G., open 4-seater, type L.A., receipts £150 overhaul July.—Barn Cottage, Walberton, Arundel, Tel. Eastgate 367. (C202)

1949 M.G. 1½-litre saloon, silver green with beige leather, one owner, excellent condition; £619.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. (C5267)

595gns—M.G. Midget late 1951 11hp T.D. 2-seater, red, loose covers, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

395gns—M.G. Midget 1947 11hp T.C. 2-seater, black, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

245gns—M.G. Midget 1955 8hp P 2-seater, red, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

145gns—M.G. Midget 1935 model 8hp J2 2-seater, black good condition, taxed; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018)

£425—1947 (June) M.G. T.C. sports 2-seater, specimen condition, choice of 2; £150 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1939 M.G. 1½ saloon, one owner, in perfect condition, 19,000 miles; chrome, 127. (C8307)

1953 M.G. TD 2-seater, delivered June, 1953, mileage 1,100 only, fitted radio, many extras, as new; £695.—The Barnstable Motor Co., The Square, Barnstable 2264. (C656)

ROYS offer 1957 M.G. T.A. 2-seater, very clean; £265; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

1938 M.G. 1½-litre V.A. tourer, good tyres, body very well maintained; £270 o.n.o.—Mellor, 161, Burtons Rd., Hampton Hill, Middx. (C1859)

1949 (Dec.) 10hp T.C. Roadster, many extras including tuned horns, chrome luggage grid, pass lights, etc.; mist green, hood new, taxed; an outstanding example; price £455.

BIRMAN FOLKLANDS, Bugatti Sales & Service, 2, Pembroke Mews, Baywater, W.1. Baywater 3951. After 6, Tulsa Hill 4755. (C2009)

OPPORTUNITY—1½ M.G. saloon, probably finest example existing, trivial mileage since £270 recondition, appearance almost as brand new.—Speedsters, Ltd., Horley (Surrey) 628. (C4020)

1953 (New) M.G. T.D. choice of colours, immediate delivery; £751/19/2; terms, exchanges.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (C184)

1950 (Feb.) M.G. 1½ saloon, black with beige leather, one owner, genuine 25,000 miles, perfect throughout; £650.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (C186)

JACK ROSE, Ltd. (M.G. Agents and Stockists), offer: 600 miles only T.D. 4 weeks old in silver and red leather, £695; also 1949 T.C. in cream and green hide, many extras, a beautiful car; £665.—Staford Rd., Wallington, Surrey Wallington 6677-8. (C3056)

T.D. 1953 (April), absolutely as new, several extras, taxed, £645; T.A. 1956-9, exceptional car, reconditioned engine, £265; 1938 2-litre saloon, low mileage, example, £295; terms, exchanges, guarantees.—Rudds, 65, Victoria Rd. (Central Station), Wokingham. (C247)

1947 (May) M.G. T.C. sports 2-seater, finished black and chromium with silver wheels and red leather, most attractive car, offered with written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2008)

REAL opportunity, M.G. 1½-litre drop head four-seater, only used 2 months since reconditioned at cost exceeding £200; tyres nearly new; sole reason for selling, owner going abroad; perfect car combining good looks, performance and reliability; write for details.—Box 0330. (C048)

1951 T.D. M.G., 15,000 miles, finished in duochrome, Laysall balanced engine, Cromard liners, 800 miles since overhaul, many extras including full tonneau cover; £685 o.n.o.—Bruce Blumfield, Brookside, Cheriton, Nr. Alresford, Hants. Tel. Bramdean 262. (C229)

A MOST attractive car that receives, and merits, a great deal of attention; 1952 model M.G. T.D. radio, new beige detachable hardtop, rimblenders, badgeless, pashlamp and other extra. Rited, 18,000 miles, black and green, taxed December.—Bowman, 6, Palmeira Ave., Hove. (C8057)

EXQUISITE example of the T.C. model, in really first-class condition and of breathtaking appearance; reconditioned during June in light racing green, this car has had over £170 spent on her in order to present an almost original condition (receipts available); recent engine overhaul and general maintenance by excellent mechanics; extras include modified exhaust system, chrome T.D.-type bumpers, luggage grid, twin chrome Windtones, external mirrors, demisters, oil and water gauges, aero screens, laminated windscreen, etc.; price £485, a very fast and delightful sports car.—Write, call or phone S. C. H. or C. C. H. Davis, Waldens, Waldens Park Rd., Norell, Woking, Tel. 2234. (C8044)

M.O. Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for M.G.—Hampstead (Tube), N.W.2. (W4018/R)

M.G. Cars Wanted

C. THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. (0966/R)

M.G. in good condition for cash.—Tel. Valentine 4674, after 6 p.m. (W2018)

FULL value paid for M.G. or similar.—54, Streatham Hill, S.W.2. Tulsa Hill 2676. (W3016)

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Balderton St., W.1. Mayfair 3104. (0696/R)

£250 or near, T.B., must stand rigid inspection.—Davies, 396, Peppard Rd., Reading. (R653)

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex (Ealing 8641). (W3041)

M.G. 2-seater wanted, pre-war if faultless condition.—British Star Oil Co., 65, Highbury Park, N.5. Can. 1650. (W341)

WANTED, M.G. Midgets, 1937-52, in good condition.—Roe Motors, Ltd., Regent St., Hinxley, Leica. Tel. Hinxley 536. (W356)

H. P. EDWARDS urgently require good M.G. for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wansford 7763-4. (0486)

PERFORMANCE CARS—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex (Ealing 8641). (W3041/R)

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. (0504/R)

WRITE or 'phone Toulmin Motors, 545, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2236 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. (0345/R)

HARD surfaced rockers, 6/- each, exchange, leakproof oil chain housing, modified v drive M.G. spares.—Thomson, 104, Kingston Rd., Wimbledon, S.W.19. Liberty 4496, 1 till 2, after 7 p.m. (W793)

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamo, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. (0453/R)

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

MORGAN

WM. WELBECK MOTORS proudly offer:—

1952 Morgan Plus 4 open 2-seater (with emergency seating fitted in luggage compartment), 12,000 miles, £40 check-over just completed at Morgan's, this car is in superb condition; we have just taken it in part exchange of a Jovett Jupiter, and to complete the transaction quickly we offer the Morgan at the very low price of £525.

FELIX MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). (C4049)

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1950 Morgan 4/4 sports 4-seater, carefully driven, owned and maintained by an enthusiast; 46,000 miles, no formalities or guarantees, part exchange on your present motor cycle or car; always 200 cars under £800 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Part exchange, 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yds). (C4047)

CYRIL SHEPPARD OF READING.

1953 (May) Morgan Plus Four 2-seater, blue/black leather, 6,000 miles, one owner, twin spares as new, written guarantee; terms, exchanges; £655.—Sheppards Hill, London Rd., Reading. Sonning 2343-6. (W794)

SLOOMBER, Ltd., Willesden 4869.

WE offer 2 fine 2-seaters. 1 1950 Four-Four, in blue, £425 or £146 deposit, and 1 1952 Plus-Four, in beige, 9,000 miles, at £550 or £184 deposit.

PART exchanges, cars or motor cycles, existing h.p. accounts settled.

WE close at 7.30 p.m. (Saturdays 6 p.m.).—Write, call or tel. Sloombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)

MORGAN 1946-7 4-4 2-seater, good condition, radio; £500 or exchange saloon.—Adams, 7, Theiford Road, New Malden, Surrey. Malden 4189. (C171)

245gns—Morgan 4/4 1939 sports 2-seater, black leather, 2 spare wheels, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (W4018/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORGAN

MORGAN 4-4 1948 2-seater, blue, completely overhauled, good hood, 5/6 screens, well shod; £350 o.n.o.—Tel. Glasgow, Halfway 4154. [18340]

MORGAN 1953 Plus-4 luxurious four-seater, special body, swept tail, many extras, terrific performance, mileage 1,000; £750.—Tel. Ladbroke 5155 [18081]

1952 (July) Plus 4 2-str., taxed year, B.R. green, as new, 7,000 miles; £575 o.n.o. (list £890), h.p. and/or exchange.—Harrivan, 37, Bury Old Rd. (Prestwich 2152), Manchester. [18113]

Morgan Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morgan.—Hamstead (Tube), N.W.3 Ham. 6041. [W4018/R]

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [0514/R]

MORGANS.—All available spares in stock.—F. N. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R]

MORRIS MINOR

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1950 Morris Minor saloon, in immaculate condition throughout, fitted many extras, one owner only, nearly new tyres, choice of 5; £595.

HIRE purchase terms on the spot with no references. No formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yds). [C4047]

GATEHOUSE offer:—

1951 Morris Minor convertible, black; £485.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

ROUNDABOUT offer:—

1952 Morris Minor 2-door saloon, blue with beige leather upholstery, fitted heater, one owner, under 14,000 miles, as new; £595.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5. [C3058]

PHILIP RICKARDS, Ltd., offer:—

1951 Morris Minor saloon, grey finish, perfect condition; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

METROPOLITAN MOTORS offer:—

1950 Morris Minor saloon, taxed year, excellent condition throughout; £525.—Metropolitan Motors, Horn Lane Acton, W.5. Acton 5064. [7087]

W. J. BROWN, established over 30 years.

1950 Morris Minor saloon, grey with beige leather and in excellent condition, new tyres all round and Windhorns, 2440.

339 Pinchley Rd., N.W.3. Hampstead 4414. [C1025]

MORRIS Minor saloon, 1951, 9,000 miles, perfect, one owner; £470.—Van. 6996. [18276]

1951 and 1949 Morris Minor 2-door saloons; £525 and £495 respectively.—J. Fricker, Ltd., Park 5077. [C2016]

1949 Morris Minor saloon, grey, beige interior, heater, latest suspension, very good condition; £395.—Tel. Bayswater 7626. [8155]

1949 Morris Minor saloon, beautiful order; £465.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

MORRIS Minor 1952 2-door saloon, 3,000 miles, loose covers, equal to new and unmarked, taxed; £625.—Godfrey Houghton, Ltd. Chester, Tel. 24618. [1618]

1949 Morris Minor saloon, very clean throughout; £475, exchanges, terms.—Harold Webb Motors, Ltd., 765-7, Romford Rd., E.12. Ilford 3151-2. [18034]

1952 Morris Minor 4-door saloon, heater, one owner, perfect; £555.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube). [C2050]

1952 Morris Minor saloon, black with red upholstery, 11,000 miles, beautiful condition; £550.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014]

PRIDE & CLARKE, Ltd.—1952 Morris Minor saloon, green/beige leather, black/brown leather, choice two from £459; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3066]

1950 Morris Minor saloon, excellent condition in all respects; £485.—Garage Service Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 9695. [C2019]

1952 (May) Morris Minor saloon, under 6,000 miles, one owner, Reesday covers, a genuine, sweet running car; £555.—Jack Posner (Autos), 895, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

475 ens.—Morris Minor (April, 1951) 4-seater saloon, black, lawn leather, one careful owner, 19,000 miles, exceptional condition, taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. [C4018]

Morris Minor Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—420, Euston Rd., N.W.1. Euston 1212. [0716/R]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris Minor.—Hamstead (Tube), N.W.3 Ham. 6041. [W4018/R]

PRIVATELY owned Minor—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

1953 new or small mileage 2- or 4-door saloon urgently required; cash paid on sight.—Howey, 61, Park Ave., Seaburn, Sunderland. Collected anywhere. [7547]

MORRIS EIGHT

COACHCRAFT offer:—

£295.—1946/7 Morris 8 saloon de luxe, leather upholstery and sliding head, engine just reconditioned, brakes and clutch relined, all good tyres, a very clean little car, ready for immediate use and in thoroughly sound condition throughout; 3 months' guarantee, terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6533. [C1053]

W. J. BROWN, established over 30 years.

1948 (June) Morris 8 Series E 4-door saloon, black with brown leather, exceptionally clean inside and out, £410.—Pinchley Rd., N.W.3. Hampstead 4414. [C1025]

1948 Morris 8 4-door sln., very clean; £410.—Below.

1946 Morris 8, one owner, very clean; £355.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

1939 Morris 8 Series E sports, racing green/silver, exceptional condition; £245.—Tel. Wafford 7551. [18029]

MORRIS 8 2-str., 1955, replacement engine, good running order, taxed; £125.—Bowman's Garage, Weybridge, Tel. 1265. [C1053]

1939 Series E 2-door saloon, excellent condition, Burtonwood engine, £280 o.n.o.—27, Lansdowne Rd., Hounslow, Middx. [18359]

165 ens.—Morris 8 1956 de luxe saloon, black, sliding head, maroon leather, good condition; terms, exchanges.—Rowland Smith, below.

145 ens.—Morris 8 1957 model saloon, black, new engine, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. [C4018]

1946 Morris 8 2-door saloon, black with brown interior, recently fitted reconditioned engine; £365.—Robins, East Putney, Tel. 4581. [C5010]

1947 Morris 8 Series E 2-door saloon, black, in exceptional order in every way, taxed; £355.—Godfrey Houghton, Ltd. Chester, Tel. 24618. [18521]

MORRIS 8 Series E 4-door saloon, sunroof, loose covers, in most exceptional condition, taxed; £285.—Godfrey Houghton, Ltd. Chester, Tel. 24618. [18519]

1939 Morris 8, Series E, 4-door saloon, one owner, 51,000 miles; £295.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

1948 (November) Morris 8 Series E 4-door saloon, black, one owner, excellent condition; £395.—Holbrook Motor Co., Ltd., Richmond, Surrey Tel. 4014. [C2038]

1948 (July) Morris 8 4-door saloon, excellent condition, new engine, one owner, £375.—Cartfield, c/o Boots, 73, High Holborn, W.C.1. Tel. Holborn 3781, 9 a.m.-5 p.m. [18056]

S.G.A. MOTORS, Morris 8 specialists, offer the thoroughly checked in our workshops and are guaranteed for three months:—

1940 Series E 4-seater saloon, immaculate condition, a really superb car; £285.

1938 4-seater saloon, very smart, excellent condition; £215.

1937 2-door saloon, superb order throughout; £200.

1935 2-door saloon, smart, mechanically perfect; £145.

OTHER good selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive, or any time by appointment.—S.G.A. Motors, 14, Atherstone Mews, Cromwell Rd., S.W.7 (two minutes Gloucester Rd. Tube), Western 5209. [C4063]

1938 Morris 8 2-door saloon de luxe, black, works reconditioned engine, attractive bodywork, realistic price; £169.—London Cars, 592-6, Greenford Rd., Greenford, Middlesex. Waxlow 2643. [C2057]

ROYS special offer for only £39 down and 25/- p.w. 18 months.—1956 Morris 8 saloon with new engine, taxed; or £120 cash; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station) Euston 2700 and 8894. [C3059]

Morris Eight Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris 8.—Hamstead (Tube), N.W.3 Ham. 6041. [W4018/R]

MORRIS 8 saloon 1955-39, wanted, in good condition.—Gordon Wooderson, 49a, Drexel Rd., S.W.16. Streatham 8635. [W4059]

MORRIS TEN

1939 Morris 10 Series M, black, excellent condition; £275.

MAGDALAN MOTORS 511, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005]

1938 Morris 10, in extremely good condition; £250.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube). [C2050]

MORRIS TEN

£85.—Morris 10 saloon, in very sound order throughout, engine completely overhauled.—Col. 7542, 80, Kingsbury Rd., N.W.9. [18210]

1947 Morris 10 sln., well recommended; £385.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

£425.—1948 Morris 10, 22,000 miles, very carefully kept, almost new condition.—G. S. Hall, Ltd., 302, King St., Hammersmith W.6. Riverside 2801. [C2051]

£85.—Morris 10 1954 (August) 4-door saloon, body shows its age, one owner since 1945, a very sound and reliable car, taxed, terms, exchanges.—J. Ashford First, E. J. Lee (Leighton Buzzard), Ltd., 52 Lake St., Leighton Buzzard, Tel. 2172. [C1087]

Morris Ten Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris 10.—Hamstead (Tube), N.W.3 Ham. 6041. [W4018/R]

MORRIS OXFORD

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1952 (June) Morris Oxford saloon, low mileage, beautifully maintained by one fastidious owner, coachwork and interior unmarked; 6299s.

HIRE purchase terms on the spot with no references. No formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yds). [C4047]

W. J. BROWN, Ltd.—Established over 30 years.

1952 May, Morris Oxford saloon, black, red leather, heater, 16,000 miles, immaculate; £605.

339 Pinchley Rd., N.W.3. Hampstead 4414. [C1025]

1950 model Morris Oxford, fitted radio/heater specimen car; £335.

READ BROS. MOTOR CO. (LONDON), Ltd., 53 Christchurch Rd., Cliffrs Wood, S.W.19. [C3043]

1951 Morris Oxford saloon, black and brown leather, moderate mileage, one careful owner; £595.—Collins, Western 5515. [7757]

MORRIS Oxford 1950, heater, one owner; new battery; regularly serviced; exceptional condition. £550.—Tel. Lambard, Mon. 0147, 10-5. [1832]

1951 Morris Oxford, low mileage; £595; exchangeable.—Park Garage (Moses), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199. [C4018]

1953 Morris Oxford saloon, under 1,000 miles, 3 months old; £735; exchangeable.—A. & Palmer Motors, Ltd., 12, Church St., Luton. Tel. 4212. [18272]

1951 Morris Oxford, black, far above average; £590.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [18717/R]

1951 Morris Oxford saloon, black, brown leather, heater, any inspection invited; 3 months' guarantee; £595.—Trinity Cars, Ltd., 54, North Side Wandsworth Common, S.W.18. Vandyke 1166. [C4054]

1952 (May) Morris Oxford, Thames blue, show room condition 12,000 miles, licensed December, £30 extras; £725, or part exchange for Rover, Triumph or Riley value £400 to £500.—E. J. Dake, 8, Holtye Rd., East Grinstead, Tel. 1168. [18207]

Morris Oxford Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3431. [0717/R]

PRIVATELY owned Oxford—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

FULL value paid for Oxford or similar.—54, Stratford Hill, S.W.2. Tulse Hill 2676. [W5016]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris Oxford.—Hamstead (Tube), N.W.3 Ham. 6041. [W4018/R]

MORRIS SIX

1953 (July) Morris Six saloon, 2,000 miles, cost £925, accept £795.—Green & Zonis, 246 252 Deansgate, Manchester, 3, Tel. Deansgate 1525-6. [C2028]

Morris Six Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3431. [0717/R]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris Six.—Hamstead (Tube), N.W.3 Ham. 6041. [W4018/R]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris.—Hamstead (Tube), N.W.3 Ham. 6041. [W4018/R]

MORRIS wanted.—Smith's 86 Chalk Farm Rd., N.W.1. Oul. 2767. [0824/R]

MORRIS in good condition for cash.—Tel. Valentine 4674, after 6 p.m. [W2018]

HATTON'S will buy post-war Morris models; distance no object.—Lord St. Southport, Tel. 2268. [0798/R]

MARTON MOTOR Co. for your Morris.—Tel. 81a 8000 Seven Sisters Rd., Tottenham, N.15. [0809/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Spares and Service
MORRIS—Genuine spares and specialist repair service, immediately available in the West End.
S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952/8574. 10342/R

SIMPSON'S offer:—
1950 Nash Ambassador Customs, hydramatic, fitted with radio, heater and all extras, colour black.
SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 545, High Rd., Wembley, Wembley 8691/3505. [C4015]

OLDSMOBILE
DISTRIBUTORS (RAWLANCE), Ltd.—Sales Service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 350-1. 10217/R
1947 Oldsmobile 6-cylinder right-hand drive saloon, one owner; genuine 16,000 miles since new; leather upholstery; £795.—Taylor and Crawley, 48, Kensington Court, W.8. Epsom 6015. [C4036]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Works and Spare Parts: 7, Pembroke Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0576/R]

Oldsmobile Cars Wanted
LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars. 10627/R

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [W4015/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3505. [W4015/R]

DISTRIBUTORS (RAWLANCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. Tel. 350-1. Will buy post- and pre-war models at good prices. [0113/R]

OPEL
SEPTEMBER, 1957 Opel 12hp saloon; £85; terms, exchanges.
H. ROBE, The Lynch Garage, Uxbridge 122 (Opposite side entrance G.P.O.). [C3055]

MAYNOR MOTORS, Ltd.—Opel distributors; buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton Tel. 3266/4944. [0526/R]

95 uns.—Opel Cadet, September 1957, cabriolet, maroon, red leather, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Opel Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Opel Spares and Service
REPAIRS, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion; £5-5; mudguards, spares, paint and frame; Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. [0240]

PACKARD
ANDOVER MOTOR CO., Ltd., offer:—

1950 first registered Packard saloon, a beautiful car in black with special cherry red leather, heater, and many other extras, not used at all in 1951 and 1952; a bargain at £1,150.—Andover, Hants. Tel. 5405. [C1005]

1936 Packard saloon, 27hp, navy/lawn cloth, r.h.d., superb condition throughout; £215.
H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

PACKARD 1949 4-door saloon, blue, radio and heater.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

PACKARD convertible coupe, December, 1950, maroon, low mileage, £975; exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199. [C3037]

LATE 1938 Packard 32hp Straight 8 convertible phantom saloon, undated design, excellent running order and condition; £375.—View 28, Lewes Crescent, Brighton. [0327]

PACKARD Model 120, 5/6-seater saloon, ideal for hire or trailer work, serviced and maintained by us throughout their whole life; 5 of these; offers in neighbourhood of £250 each.—Godfrey Houghton, Ltd., Chester, Tel. 24818. [0320]

1950 (August) Packard 8 saloon, 29,000 miles, finished black, radio, heater, loose covers, taxed December, immaculate, trade enquiries welcomed.—Motorists (London), Ltd., 61, North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018]

LIPOURINE (£1395 model) Super-32hp/1957, Deluxe Coachwork, black, forward occasional, exceptional condition throughout, exceptional value, certified mechanically, Aipe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 5400. [0191/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3505. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Packards.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

7-SEATER privately owned Lincolnshire required cash waiting. Aipe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

WANTED, Packard limousine, particulars and price, or will part exchange Rover 16hp saloon, 1940.—Gale, 6, Pont St. Mews, S.W.1. Ken. 4226. [0349]

Joe Thompson (Motors), Ltd., Packard spares repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [04028]

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 5400. [0469/R]

PONTIAC

SIMPSON'S offer:—
1951 Pontiac saloon, 2-door, fitted with radio, heater and seat covers, colour blue.
SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 545, High Rd., Wembley, Wembley 8691/3505. [C4015]

£365!!! Pontiac, bargain, 1958 full de luxe saloon, absolutely unblemished condition, recent major overhaul, 3 months' guarantee; hire purchase, exchanges.
L. FINCHLEY, N.12, Finchley 6221 (East Finchley Underground). [C3058]

Pontiac Cars Wanted
METCALFE & MUNDY, Ltd., will buy your Pontiac car.—280, Old Brompton Rd., S.W.5. Frenchie 5471. [W3064]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars"—Wembley 8691/3505. [W4015/R]

Pontiac Spares and Service
FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, E.W.3. Tel. Fiamman 7752-4. [0617/R]

SOLE distributors Great Britain for Pontiac cars and Pontiac parts.

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. [0629/R]

PORSCHE 1500 convertible coupe, cream and red, 9,000 miles, one owner, r.h. drive, in perfect condition.—Tourist Trophy Garage, Farnham. Tel. 5363. [0120]

RACING CARS

COOPER'S GARAGE (SURREY), Ltd., of Surbiton. Tel. Elm. 3340 are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0821/R]

PERFORMANCE CARS have a selection of vehicles suitable for competition, including 2-litre H.W.M. Alta 2-str. Ardun Alard streamlined 2-str., Cooper J.A.P. Mk. V, details of Formula II and III available upon request; see also under sports cars. [C3041]

RAILTON
£350—1957 Railton 28hp d/h foursome coupe, exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C3022]

MAJOR J. P. S. BARBER, 10, Sunex Mews East, W.2, Fiddington 9639 (night Bayswater 6753). All models available and wanted. [0579]

AONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioning, painting and after-sales service.—18, Eccleston Square Mews, S.W.1. and 24, North Side, S.W.18. Tel. Vandeyke 5181. [0333/R]

Railton Cars Wanted
PERFORMANCE CARS urgently require Railton drop herds.—Great West Rd., Brentford, Middlesex, Ealing 5341. [W3041]

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. [0421/R]

MONTROE MOTORS offer:—

1950 Renault 760 de luxe saloon; £485.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [0260]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Emsbridge 1873 offer:—

1953 750 de luxe saloon, specially tuned, taxed, 12hp saloon de luxe, blue, grey leather, roomy, spotties; £350.

1938 17.9 foursome drop head coupe, 80 mph, 30 mph, radio, taxed; £250. [0126/R]

1953 (May) Renault 750 saloon, 4,000 miles only, Dunlop upholstery, taxed year, spotties; £570; exchanges, h.p.—11, Piermydd, Prestwich, Manchester. Tel. Prestwich 2057. [0140]

£425!!!—Renault 4-door de luxe saloon, 1950, 8hp model in immaculate dove grey with blue leather interior, roomy little car, amazingly economical and in first-class order throughout.

CAMDEN MOTORS, Leighton-Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1937 Renault saloon, fitted with brand new engine, mechanically perfect, £235 or £260 deposit; we will take your television or radio in part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven King 1356. [C2048]

1951 748cc de luxe saloon, oyster pearl grey, cream wheels, grey leather, mileage 16,800, high compression head, liners and pistons fitted at 12,000, Pye radio, roof-rack, screen washer, twin Marchal wing mirrors, Continental wipers, Wipac, sports coil, badge bar, windtones, vacuum gauge, five good tyres; £580 or exchange for larger car.—Barber, Orange Lane, Scunthorpe. Tel. 2016. [0208]

Renault Cars Wanted
RENAULT in good condition for cash.—Tel. Valentine 4674, after 6 p.m. [W2018]

Renault Cars Wanted
WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Emsbridge 1873, purchase all models. [0127/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

REQUIRED, good used rear-engined Renault.—Edwards, Amenbury Lane, Harpenden, Herts, Harpenden 118. [W2000]

Renault Spares and Service
GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R]

RILEY

SCOTT CARS offer:—

1950 (October) Riley 2½-litre, radio, heater, outstanding condition, host of extras; £845.
SCOTT CARS, 547, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016]

BOON & PORTER, Ltd.
DISTRIBUTORS.

1953 series 2½ saloon, green, heater, 8,000 miles, in new condition throughout; £1,096.

1948 2½ saloon, black/brown covers, H.M.V. radio, 11,000 miles, excellent condition; £725.
Castellana, S.W.13 (By Hammersmith Bridge). Riverside 4444. [C1022]

MONTROE MOTORS offer:—

1947 Riley 1½-litre saloon, black; £595.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [0257]

SLOCUMBS, Ltd., Willesden 4869.

RILEY Adelphi 1936 (December), in grey with red leather, good tyres, fine performance, 12hp; £245 or £282 deposit; part exchanges, cars or motor cycles, existing H.P. accounts settled.

W call or telephone, Slocumbs, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017]

CHARLES POLLETT, Ltd., offer:—

1950 (Dec.) Riley 2½ saloon, black, green leather, radio and heater, one owner; very clean car throughout; guaranteed; £845.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE WORKS and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

D. J. SHEPHERD & Co (ENFIELD), Ltd.

1948 Riley 2½-litre, black with green hide upholstery, fitted heater, twin spotlamps, Acc Rimbella etc., mileage 32,000, spotties condition, taxed; £700.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009]

GUY SALMON AUTOMOBILES offer:—

1949 Riley 1½-litre saloon, 19,000 miles, in the hands of one extremely careful owner, full service history available, original condition throughout, coachwork and tyres perfect; a really outstanding example; £765.—Portsmouth Rd., Thames Ditton, Emsbridge 5551-2-3. [C4001]

BROOKLANDS—Individuality, new and used cars.

1952 Riley 2½-litre saloon, excellent.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

1951 Riley 2½-litre saloon, black, beige, one owner, radio, heater; £955.

RIPCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-4. [C3052]

SUBSPECIALISTS for Rileys cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd.

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R]

BEARTE, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3548. [0079/R]

1939 Riley 12 saloon good condition; £290.—Clairmonte Bros., Shanklin Rd., London, N.6. Mountview 5205. [C1056]

1953 (Sept.) Riley 1½-litre saloon, black with brown leather, 1953 features, genuine, 7,000 miles, as new; £395.—Below.

1947 (Jan.) Riley 1½-litre saloon, black with all red leather, one owner since new, recently fitted new factory engine; almost as new; £500.—Gibsons Sports Cars (Kewchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [0185]

THE RILEY CENTRE at 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Sq. Tube), Sloane 5326, offer the following Rileys:—

£235—1936 Faison 1½-litre, excellent mechanical history, sound and smart coachwork; taxed.

£275—1938 Adelphi 1½-litre, excellent condition in every way, taxed.

£255—1937 Monaco 9hp, a good example and especially good value, taxed.

£195—1954 Keatrel 12/6, in super condition and absolutely original, taxed.

£210—1934 Lynx 9hp in really first-class order and a gem, one owner since new, taxed.

£325—1935 Imp in fine all-round condition, many extras, taxed.

£135—1932 Gamecock, an excellent little car mechanically and very smart.

£100—1932 Monaco, excellent order, taxed.

£135—1933 Monaco, much better than most.

Many others from £55 and all with written guarantee.
As we sell Rileys only we can offer you the best price for yours. [C3069]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1946 Riley 1½-litre saloon, immaculate: £570.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512 [C4019]

245 gns.—Riley 1936 1½-litre Merlin saloon, black, sliding head, leather, preselector, excellent condition, terms, exchanges.—Howland Smith, below.

175 gns.—Riley 9 1936 model Kestrel sports saloon, grey, sliding head, leather, preselector, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Howland Smith, Hampstead (Hampstead Tube). [C4018]

£95—1934 Riley 12½ de luxe saloon, an excellent car for modest outlay; £45 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1947 Riley 2½-litre saloon, excellent condition and well maintained, a very attractive car; £595.—The Barnstable Motor Co., The Square, Barnstable 2364. [8093]

2½-litre Riley 1950, one owner, 21,000 miles, condition equal to 10,000; most carefully used; £625.—Broadway Motors, 67, High St., Moulshov. [C1026]

1951 (June) Riley 2½-litre saloon, one owner, black with beige leather; £575.—C. H. Truman & Co., Ltd., 61a, Mansfield Rd., Nottingham. Tel. 43087-5-9. [8125]

1951 Riley 2½-litre saloon, literally unblemished, new H.M.V. radio, heater, 19,000 miles, finished in sun-bronze with red leather interior, taxed yearly; £575.—Maidstone Engineering Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000]

1950 (June) Riley 2½-litre saloon, sliding roof, taxed year, one owner, green, low mileage, immaculate; £795.—Bridge Motors, Church St., Rickmansworth 2362. [8261]

5000 miles only.—Late 1952 Riley 2½-litre saloon, all 1953 mechanical modifications, twin speaker radio, completely as new; best offer over £1,050.—55, Broadwalk, South Woodford, E.18. Wanstead 2688. [8346]

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry, Tel. 2146. [C0446/R]

JACK ROSE, Ltd., offer 1950 2½-litre saloon, in black and red hide, exceptionally clean inside and out; accept £750, s.s.o 1949/50 1½-litre saloon in maroon, 22,000 miles, accept £685.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

£775—August, 1949, Riley 2½-litre saloon, colour red with beige upholstery; this car is fitted with heater and radio and taxed to December 31; it is in excellent condition throughout and has an exceptional performance.—DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

CAMDEN MOTORS for Rileys.—9hp Kestrel saloon, 1935, smart streamlined body styling, modern advance of its year, special series engine, remarkably high cruising speeds for its modest horsepower, knock on wheels with discs; £175.

CAMDEN MOTORS for Rileys.—1½-litre 12hp sports saloon, 1939-40, black, duck green leather, discs, screen heater, windtones, lively economical performance; £325.

CAMDEN MOTORS for Rileys.—1½-litre 12hp saloon, October 1947, owned by same family since new and serviced throughout by same distributors, original cellulose (dark green and black), moderate total mileage; £385.

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1952, slightly over 12 months old, black, green leather, many extras, Motorola radio, heater with screen demisting incorporated, dual headlights, a one-owner car, late property of titled family, exceptional value; £995.

CAMDEN MOTORS for Rileys.—2½-litre drop head four-seater coupe, 1951 model and registered well within the year, another genuine one owner car, equipped with extras costing nearly £100 including Motorola radio, Price screen spray, interior heating and screen demisting, Lucas fog and headlights, colour black; £995.

CAMDEN MOTORS for Rileys.—2½-litre saloon, January 1951, green and black, excellent appearance, two owners, serviced by county distributors since new, radio, seat covers, etc.; £895.

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1939, expertly maintained by enthusiast owner (same since 1942), very quiet engine, oil consumption negligible and up to 25 mpg on petrol, synchromesh 4-speed gear box, screen demisters, fog and headlights, Lucas twin-chorded horns, practically brand new tyres; £365.

CAMDEN MOTORS for Rileys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1095]

1952 (August) Riley 2½-litre saloon, black, red leather, latest type engine, hypoid rear axle and open propeller shaft, radio, heater, one owner, low mileage, works maintained, immaculate condition throughout.—Stevens Motor Co., Ltd., Stevenage 253-4. [8115]

ROYS offer: 1937 Riley 9 Monaco saloon, previously owned and well maintained by engineer, replacements completed where necessary, coachwork and interior excellent; £225; s.p. and exchanges.—Roya Automobiles, Ltd., 187, Parkway, N.W.1 (Near Camden Town Tube Station), Euston 2700 and 8934. [C3059]

Riley Cars Wanted

CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [C0969/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0151. [W3003]

Riley Cars Wanted

OFFER your Riley to Ruddy, 65, Victoria Rd., Central Station, Worthing 4635. [6424]

YORKSHIRE—The Riley buyers, Barkers of Oakwood, Leeds, 8. Tel. 56236/7. [C0094/R]

PRIVATELY owned Riley 1½—S, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.5. Hampstead 5712. [W1052]

REQUIRED, good used Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [W7735]

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex, Ealing 8641. [W9041]

H. F. EDWARDS urgently require good Riley for immediate cash, distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Riley Spares and Service

PRESECTOR gear boxes.—H. & A. Engineering, 59, Grant Rd., Addiscombe 2331. [C0781]

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [C0246/R]

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [C0238/R]

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. [C0445]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [C0092/R]

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6140]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JACK BARCLAY, Ltd.,
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.
EXAMPLE: 1950 Silver Wraith touring limousine by Prentiss & Webb, painted green and black with beige leather upholstery, speedometer reading 46,000 miles; price £3,950.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May 7444. (C1062)

ROLLS-ROYCE 1935 Barker Phantom II saloon, £475; deferred terms, exchanges.—lan Fair, 206, Kingston St., Glasgow. Tel. South 2051. (B050)

1923 drop head coupe, chassis GX41, 20hp, centre rear change, rear wheel brakes, 26,000 miles genuine mileage, superb and original body work, £300 or near offer.—19, Crickwood Broadway, N.W.2. (B100)

AUGUST, 1950 Rolls-Royce Silver Wraith, 24,000 miles only, Windover saloon, colour grey, cloth upholstery, £2,950.—Clayton's Cars, (London), Ltd., 351, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1059)

EVANS & O'MALLEY, Ltd., offer: 1936 Rolls-Royce owner-driver saloon, in really exceptional condition, having run only 58,000 miles; 895gns.—Lownds Square, Knightsbridge, S.W.1. Tel. Sloane 1553 or 1709. (B108)

ROLLS-ROYCE 20/25 Estate car in excellent condition throughout, partition, two face-forward occasional seats and upholstered rear seat for three if required, finished maroon, spotless condition; £900 or offer.—Box 0442. (B535)

ROLLS-ROYCE 25hp seven passenger limousine, September 1933, black, very good condition throughout, excellent chassis, reasonable offer, exchanges, hire purchase.—B. & H. Motors, 1464-S, High Rd., Westons (Finchley) London, N.20. Tel. Hillside 6671-2. (C1020)

795gns.—Rolls-Royce, 1937, 25/30hp Hooper 7-passenger double enclosed limousine, black, leather throughout, swept tail, face forward occasional, sliding glass division, discs, carefully used, excellent condition; terms, exchanges.—Howland Smith, below.

495gns.—Rolls-Royce, 1933, Phantom II 40/50hp Barker 4-door sports saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowand Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

EXECUTOR'S sale A 25-30 Rolls-Royce sports saloon by Hooper, black, brown leather, equipment includes sun roof, heater, 1100 head lamps, twin trumpet horns, Wraith type top lamp, windscreen washers, latest kneeling mascot, maintained through much of its life by Rolls-Royce, history available.

C. MOHLAKE, 253, Kennel Rd., London, W.10. (C3017)

1949 Rolls-Royce Wraith Park Ward saloon, finished Burgundy with Bedford Cord upholstery; genuine mileage 15,000 since new; this car is the property of a discriminating motorist, and is offered with every confidence at £3,500.—Lothians Rolls-Royce and Bentley Showrooms, Preston, Tel. Preston 4245. (C2064)

OWNER-DRIVER 1936/30hp (OOR Chassis) Barker, 4-light saloon without partition, swept tail, concealed boot, recorded mileage 19,000, leather throughout, carefully maintained, opportunity, £1340.

LIMOUSINE 1935/25, partitioned, black, forward occasional, boot, carefully maintained, low cost.

LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasional, black, rear boot, lavishly equipped, beautiful lines, low mileage 44,000, two private owners, £995.

9280 Miles Phantom III, Park Ward partitioned black limousine, forward occasional, delivered 1946 (BT Series, history available) beautiful condition throughout, unrepentant opportunity, £1,000.

WRAITH 1939/30hp Park Ward partitioned limousine, forward occasional, carefully maintained, black, low mileage, reasonable cost.

WRAITH 1939/30hp Hooper, partitioned limousine, Deluxe forward occasional, black, magnificent condition throughout.

LIFE & SAUNDERS always purchase Rolls-Royce. A Providence Court, North Audley Street, Mayfair, 2941. (C1006)

Rolls-Royce Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Grosvenor House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. (0970/R)

J. MARSHALL.
WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.
MARSHALL, 805, St. Albans Rd., Watford, Tel. Garston 2569. (0498/R)

A&S always purchase 7-passenger 25/30hp limousines, also Coupes and Saloons with boot.

A&S urgently require Phantom II private limousine, also Phantom III sports saloon. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex Ealing 6841. (W3041)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WANTED. Rolls-Royce limousine; particulars and price, or will part exchange Rover 16hp saloon 1940.—Gale 6, Pont St. Mews, S.W.1. Ken. 4228. (B350)

Rolls-Royce Cars Wanted

WANTED. Rolls-Royce Silver Ghost 4-seater tourer, pre-1914.—Full particulars to 360, Finchley Rd., N.W.3. (B294)

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—6, North Audley St., W.1. Mayfair 5242. (W3030)

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton 69, Westow St., Crystal Palace, S.E.19. Livingstone 3562. (0835/R)

ROLLS-ROYCE pre-1914 Silver Ghost touring car, must be good condition coachwork.—Parties, to Weibull, 5, Burlington Hill Rd., Burlington Elmbridge 1873. (0596/R)

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (B283)

PRIVATE buyer wishes to purchase outright 1937/1940 Rolls-Royce 25/30hp 5-passenger no division saloon.—Particulars, please, Widgey, "The Oaks," Ebford, Topham, Devon. Tel. Topham 3055. (B219)

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266.—Service works and stores: Barnsdale Yard off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. (0597/R)

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,
LARGEST official repairers Rolls-Royce cars.
SERVICING or overhauls.
COACHWORK renovations and accident work.
LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close 8th. Wimbledon Tube). Liberty 7222 (3 lines). (B1082/R)

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6266.

SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. (0614/R)

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director "Wilkie" Wilkinson, Marchmont Mews, Edinburgh, 10. Tel. Jubilee 2765. (0567)

JACK OLDING, official retailers and repairers, reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. (B3080/R)

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. (0064/R)

ROVER 10

MONTROE MOTORS offer:—
1938 Rover 10 saloon, black; £235.

MONTROE MOTORS, (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. (B859)

1939 (May) Rover 10 2-door saloon, green with green leather, chauffeur maintained; £385.—Robbins, East Putney, Tel. 4501. (C3010)

CAMDEN MOTORS for Rovers.—10hp special sportsman's saloon, 1938-9, a very, very scarce and desirable model with distinctive four light body styling, large rear luggage boot, etc., a very pretty car in Rover grey, upholstered in blue leather, major works overhaul to engine this year; £395.

CAMDEN MOTORS for Rovers.—10hp four-door de luxe saloon, June 1940, exactly as 1947 model, this car was laid up during the war and since 1946 only 34,000 miles have been recorded; whole condition very much above average; £435.

C. Buzzard, Beds. Tel. 2041 Open till 8 p.m. Write for catalogue. (C1035)

ROVER 12

1940 Rover 12; £285, bargain.—Tem. 4768/9. (B336)

1936 Rover 12hp saloon, excellent order, £150; terms, exchanges.
H. ROSE, The Lynch Garage, Uxbridge 122 (opposite Halsey entrance G.P.O.). (C3055)

ROVER 12 saloon, 1936, good; £160.—Bunnyside, Albert Rd., New Milton, Hants. (B164)

£395!!! 1939 Rover 12 sunshine saloon, cannot be faulted; 3 months' guarantee, hire purchase, exchanges.
L. AMBS, Finchley Showrooms, 421/423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground). (C2052)

£398.—Rover 12/4 1939 4-door low built saloon, body and interior really excellent, tip-top performance, choice 3.

BENMOTORS, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube). Exchanges, H.P. (C1017)

1940 Rover 12 saloon, really beautiful condition, superb appearance and mechanically, recent reconditioned engine, four new tyres, spot lamp, loose covers, tools, handbook, specially recommended; £325.

Neilsen, 5, Hawes Rd., Bromley, Kent. Rav. 2035. (B315)

ROYE offer: 1935 Rover 12 saloon, one private owner since new, original; £335 deposit, £165 cash, h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. (C3059)

ROVER 12

CAMDEN MOTORS for Rovers.—12hp sports saloon, 1947, one change of ownership in 1951, and very carefully used, coachwork and interior excellent, and largely original, windtones, heater, passlights; £595.

CAMDEN MOTORS for Rovers.—12hp saloon, July 1946, fitted replacement engine by Rovers in Dec. 1951 (just completed 13,000 miles), excellent mechanical order and of much above average appearance; £550.

CAMDEN MOTORS for Rovers.—12hp saloon, 1946, not quite so well maintained as above but reasonable mileage and 51,000 gives indication of the condition, second set of tyres just completed 9,000 miles; £495.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard Beds. Tel. 2041. Write for catalogue. (C1055)

ROVER 14

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1938 Rover 14, new engine recently fitted; £365.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62507-8-9. (C1057)

1936 Rover 14 sports saloon, exceptional condition, newly sprayed recently rebed; £220 or near offer.—Tel. The Advertiser, Pad. 6978, 9, Southwick St., W.2. (B243)

ROVER 16

1947 Rover 16 sports saloon, black, taxed; £575.—Allery & Bernard Ltd. 372 Kines Rd., Chelsea. Fa. 7545. (B710)

ROVER 16 1939 model sportsman saloon, excellent condition, good history; £335; terms, exchanges.—K. & T. Ltd., 343, Trinity Rd., S.W.18. Bat. 0506. (B331)

1940 Rover 16hp saloon, one owner, black, beautiful condition throughout, chauffeur maintained, £435, or will exchange for Packard or Rolls-Royce limousine, cash adjustment.—Gale 6, Pont St. Mews, S.W.1. Ken. 4228. (B348)

ROVER 20

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1939 Rover 20 fourseater drop head coupe, in perfect condition; £465.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62507-8-9. (C1057)

ROVER 60 & 75

J. DAVY, of Kensington.

1948 Rover 75 sports saloon, H.M.V. radio, heater, carefully used by one owner; £825; exchanges arranged.—180-S, Kensington High St., Western 9641 and 215, Brompton Rd., Ken. 1108. (C1069)

TOM GARNER, Ltd., offer:—

1952 Rover 75 P.4 saloon, pastel blue with brown leather, heater, radio, £1,135.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. (C2090)

1953 (July) Rover 75 saloon, 7,300 miles.—Weybridge 600. (C4023)

1950 Rover P.4, one owner, exceptionally nice condition; £875.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. (B083)

1948 Rover P.4 saloon, grey/grey, heater, excellent condition, 20,025 miles; £775.

1949 Rover 75 sports saloon, grey/grey, heater, 12,400 miles only.

TICKFORD Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (C4029)

1953 (April) Rover 75 P.4 saloon in black with red leather upholstery, nominal mileage only; £1,775.

DAVID ROSEFIELD, Ltd., 1-5, Peter St., Manchester 2. Tel. Bla. 4942. (B076)

1951 P.4 saloon, radio, heater, 15,000 m.; £975; similar 1950, £875; choice either.—Maghull 456 (Liverpool). (B220)

1953 (February) Rover 75 saloon, black with grey leather, fitted seat covers, as new throughout; £1,250.—Robbins, East Putney. Tel. 4501. (C3010)

1952 (July) 75 Rover saloon, black, red leather, one owner; £1,165.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. (C3036)

£735!!! Immaculate and original condition, 1948 Rover P3, just available, outstanding bargain; 3 months' guarantee; hire purchase, exchanges.

L. AMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1952 Rover P.4, black, red leather, radio and heater, immaculate condition, one owner, nominal mileage; £1,225.—Cox's Motors, 11/15, Conduit St., Leicester 60519. (C1059)

JACK ROSE, Ltd., offer 1950 P.4 75 saloon, one owner, in blue a beautiful car, mileage recorded 19,000; accept £890.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

CAMDEN MOTORS for Rovers.—75 saloon, March 1948, de luxe model, sunshine roof and heater, maroon finish (original), slightly faded on front wing and bonnet, hardly noticeable except at very close quarters, mechanical condition absolutely 100%; £665.

CAMDEN MOTORS for Rovers.—75 saloon, Feb. 1949, outstanding specimen in practically unblemished condition, one fastidious owner, history available; £795.

CAMDEN MOTORS for Rovers.—75 saloon, 1951 P4 model, completely overhauled by makers only last month, practically faultless order throughout; £1,045.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Write for catalogue. (C1085)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 60 & 75

1949 Rover 75 P.3 4-light sportsman saloon in black with maroon leather upholstery, H.M.V. radio fitted, a particularly pleasing example of this popular model, guaranteed.

DAVID ROSEFIELD Ltd., 1-5, Peter St., Manchester 2. Tel. Bla. 4942. [8078]

1950 51 Rover P.4, light blue, upholstery covers, Rimbella, fitted 1951, brakes and modifications, original owner, serviced only by Rover since new, faultless condition; £395—290, Sandbanks Rd., Parkstone, Dorset. [8116]

1948 Rover 75 saloon 6-light, grey with grey leather exceptionally good mechanically and bodily, H.M.V. radio and heater, taxed to Dec. 51; will accept £625; consider small car part exchange, can arrange h.p.—Barton, Hazelwood, Middleton Rd., Manchester, 5. Tel. Cheetham-Hill 5315. [8226]

ROVER 60 & 75 Cars Wanted
Privately owned Rover P.4—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

LAND-ROVER

OFFERED BY:—
EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111]

T. P. BREEN, Ltd.

1952 Land-Rover, excellent condition throughout, tyres as new; £455.

1951 Land-Rover in similar condition, £395—High Rd., Whetstone, N.20. Hillside 2393. [10762/R]

1951 Land-Rover for sale, in good condition.—Apply Greenleaf, Dinwoodie, Hollybush, by Ayr, Tel. Dalrymple 203. [8069]

1950 Land-Rover, 21,000 miles, one owner, exceptional condition; £395—Harvey Hudson, Ltd., South Woodford, E.18. Wanstead 0056. [C2059]

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tub), N.W.3. Ham. 6041. [W4018/R]

HARVEY HULSON, Ltd. (the Land-Rover Specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [W2039]

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2237.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

Bristol (Bristol 21326).

Bournemouth (Bournemouth 6314).

Northampton (Northampton 907).

Cambridge (Cambridge 77).

Hounslow (Hounslow 3454).

Finchley (Finchley 0091).

Great West Road (Ealing 3477).

Camden Town Service Station (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [10029/R]

BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3548. [10080/R]

Rover Miscellaneous Cars Wanted

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3454. [0971/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tub), N.W.3. Ham. 6041. [W4018/R]

COMBES & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [10242/R]

REALLY good second-hand Rover required.—Cobb, 30, Harley House, N.W.1. [W1086]

CASS'S MOTOR MART require carefully used Rover.—5, Warren St., W.1. Euston 4110. [W1040]

REQUIRED, good used Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6629. [7736]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4618. [10436/R]

H. F. EDWARDS urgently require good Rover for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 5400. [W2001]

Rover Spares and Service

L. HIGH PARK MOTORS, Ltd., Datchet, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [10047/R]

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon, Tel. 1222. Main Rover dealers for Croydon [10219/R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4618. [10437/R]

BARKING—For full stocks of spares and genuine service for Rover owners come to Albion's Garage, Ltd., 105-7, Longbridge Rd., Barking, Tel. Rippleway 1285. [10518/R]

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 6. Tel. Blackfriars 2302. [10555/R]

SIMCA

ROSE & YOUNG, Ltd., offer: 1951 model Simca Huite sports fixed head coupe. This is without doubt one of the prettiest cars in the country, very low mileage, immaculate condition, ex property of titled owner.—65-69, St. John's St., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057]

SINGER

B. J. HUNTER, Ltd., offer:—

1950 Singer S.M.—saloon, one owner, carefully used; £525.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

£350—1948 but 1953 condition Singer 10 saloon; terms.—Autonips, 5, Balham High Rd., Balham 1509. [C1009]

1938 Singer 9 Bantam saloon, in good condition throughout 4 brand new Goodyear tyres: £150—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062]

75—Singer 9, 1937 model, Bantam tourer, leather, good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1951 Singer sports tourer, 4AB model, one owner, black and beige, beautiful order, unmarked; £450.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007]

1951 (late) Singer 4AB Roadster, 12,000 miles, grey, red leather, a superb car in new condition; £495.—Elm Auto Sales, 68, Hatfield Rd., Wimbledon, Wimbledon 4825 and 0472. [8506]

1951 Singer sports 4-seater, 1st regd. 26,151, black with red leather, mileage 18,734, very carefully used by one owner, presents new appearance; £450.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [C5053]

NAYLOR & ROOT—1951 Singer 9 Roadster 4-seater, omical; £485; written guarantee.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [C5022]

NAYLOR & ROOT—1952 Singer 1500 saloon, Azure blue, lawn field, 7,000 miles only, heater, very attractive; £645, written guarantee.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [C5022]

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tub), N.W.3. Ham. 6041. [W4018/R]

B. J. HUNTER, Ltd.

URGENTLY require good Singers.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

SINGER in good condition for cash.—Tel. Valentine 4674, after 6 p.m. [W2013]

WHY accept less for your Singer 1500 saloon when you can get its full market value from:—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008]

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whitley New Rd., Blackburn, Tel. 49091-2. [6473]

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R]

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [10605/R]

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spare facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton, Tel. 8080 Deansgate, Manchester, Deansgate 4507 [10390/R]

SPORTS CARS

MERCURY offer:—

£295—1940 M.G. T.B., red, excellent condition.

£265—1939 Fiat 1100 4-seater drop head coupe, 70 mph, 40 mps.

£255—1940 Sunbeam-Talbot 10 4-seater sports, very smart.

£225—1936 Talbot 10 drop head coupe, new hood, smart car.

£195—1935 M.G. P.A. 2-seater, twin 16in spares.

£155—1935 Singer 9 Le Mans 4-seater, an excellent runner.

TERMS and exchanges on any car

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6056-9. [C5015]

BENTLEY 4-litre 1932, fitted new £300 aerodynamic open 4-seater body, new tyres, taxed; £200 or exchange small car.—C. Arnold, 8, Homestead Way, Northampton. Tel. 51001. [5213]

SPORTS CARS

CHARACTER CARS.

ASTON MARTIN Mark II long-chassis 4-seater, A £335; Alfa-Romeo 1934 blown 1750 saloon, £250; Alvis 1937 Speed 25 saloon, £245; 1934 Speed 20 tourer, £225; Mercedes 1937 Type 250 saloon, specimen, offers required; Sunbeam 1950 sportsman's saloon, £135, and others.

WELLESLEY Court Rd. (George St.), E. Croydon, Croydon 2555. [C1044]

PERFORMANCE CARS

WINDMILL GARAGE Great West Rd., Brentford, Middlesex, Ealing 884

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground

WEST END Show Hall, 107, New Cavendish St., W.1. Museum 5221.

PICK your choice from the largest sports car show in Britain

COMPARE all the different models, over 100 cars plainly marked with year and price

WRITTEN guarantee; immediate h.p. and insurance; B.M.T.A., M.A.A.; appointed R.A.C. and A.A.

ALLARD J2 streamlined 2-str., Arden heads, 1950, £285; Allard 91P sports saloon, 1951, £595;

ALLARD J2 streamlined 2-str., 1953, £695; Allard 71K drop head coupe, 1949, £445.

ASTON MARTIN 1½-litre telecouper, 1933, £345; Aston Martin 120hp tourer, 1924, £145.

C 16 54 d/h coupe, 1957, £255; Alfa-Romeo 1750 d/h coupe, 1929, £295.

ALFA Speed 20 tourer, 1935, £225; Alvis Speed 25 d/h, 1937, £295.

BENTLEY blue label saloon, 1926, £175; Bentley red label 2-str., 8.8 series, 1925, £295;

BENTLEY 4½-litre V.D.P. tourer, 1929, £295; Bentley 4½-litre razor edge saloon, 1929, £395;

BENTLEY 6½-litre 2-4-str., 1929, £295; Bentley 4½-litre tourer Le Mans practice car, 1928, £325;

FLAT 1100 streamlined saloon, 1936, £245; Fiat 1100 sports saloon, 1938, £245.

H.W.M. Alfa 2-litre competition 2-str., 1952, £625; Hudson Terraplane 17hp saloon, 1936, £225;

INVICTA 4½-litre, 100mph, low chassis tourer, specimen in every detail, 1954, £375.

JAGUAR 3½-litre sports saloon, 1939, £245; Jaguar 4½-litre, 1936, £265.

LAGONDA V12 drop head coupe, 1938, £645; Lagonda 4½-litre sports saloon, 1934, £145;

LAGONDA 5-litre d/h fourseater, 1932, £195; Lagonda 6 7/8 d/h fourseater, 1931, £145;

LAGONDA 2-litre V.D.P. tourer, 1931, £145; Lagonda 3-litre, coachbuilt utility, 1934, £125;

MORGAN Plus 4 2-str. roadster, 1951, £625; Morgan Plus 4 2-str. roadster, 1952, £550;

MORGAN 44 10hp d/h coupe, 1939, £325; Mercedes Benz 38.250 coupe, 1931, £345.

M.O.—See large selection under M.O. column; offers required.

RILEY 15.6 Kestrel saloon, 1937, £245; Riley 9 Lynx tourer, 1933, £175.

RILEY 1½-litre Pelican saloon, 1935, £175; Riley 9 March Special, 1932, £175.

ROLLS-ROYCE 20/25 Salmons cabriolet, 1933, £445; R.R. 20/25 close coupled limousine, 1954, £545;

SINGER 9 Le Mans 2-str., 1932, £195; Singer 1½-litre Le Mans 2-str., 1934, £175.

SINGER 9 4-str., sports, 1935, £165; Talbot 3-litre sports saloon, 1938, £395. [C5041]

B & G MOTORS offer:—

£169—Lagonda 2-litre 12shp open speed model V.D.P. low chassis 4-seater, immaculate green cellulose with new hood and tonneau cover, lovely quiet engine.

£150—M.G. 12hp N-type Magnette open 4-seater, red radio, Windstone horns, tonneau cover, etc.

£150—Singer 9 Le Mans 2-seater, black, slab tank, spares, etc., a really well-cared-for car with masses of urge.

£145—M.G. 3hp J.2 open, sports 2-seater, red, slab tank, twin carb., knock-on wheels, 4-speeds, foldat screen, etc.

£145—Riley 9 Gamecock, open sports 2-seater, black, a most attractive car in extremely nice order.

£138—Wolseley Hornet 12hp open sports 4-seater, gummetal and red, positively immaculate, almost new hood.

£138—Singer 9 open sports 4-seater, green, tonneau cover, a real eyeful and goes like a bomb.

£120—Hillman 10 open sports 4-seater, glorious polychromatic grey cellulose with blue wheels and upholstery, almost new tyres, runs like a dream.

£110—Wolseley Hornet EW special 12hp sports coupe, red cellulose, twin carb., 4-speeds, etc.

£72—M.G. 8hp open sports 2-seater, black, a beauty only wants seeing, taxed and ready to go anywhere, champing at its bit!

£69—Riley 9 open sports 4-seater, taxed, green, excellent hood, goes jolly well, new battery

EASY terms, many others.—R. & G. Motors, Early St. near, Arlington Rd., Camden Town, N.W.1. Gulliver 5578. [C1019/R]

ROWLAND SMITH'S for Sports Cars.

465—H.R.G. 1948 1½-litre sports 2-seater, green, green leather, exceptional condition.

395—M.G. 1947 11hp 7 C. 2-seater black, very good condition, taxed.

245—Morgan 4/4 1939 Sports 2-seater, black, leather, very good condition.

175—Riley 9 1936 model Kestrel sports saloon, grey, sliding head, preselector, very good condition.

145—M.G. Midlet 1933 model 8hp J2 2-seater, black, good condition, taxed.

145—Austin 7 1933 supercharged Ulster sports 2-seater, outside exhaust, etc., carefully used; taxed; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4013]

FRAZER NASH, 1929, fitted A.C. 2-litre engine, chassis and body completely rebuilt, all moving parts renewed and engine reconditioned by Laystall, at total cost of over £500, 4 new tyres, good hood and tonneau, reason for sale owner going away; price £350.—Hope, Feistler, Grange Hill West Kirby, Cheshire [8228]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer at sensible prices—
ALVIS 12 Firefly 1933 drop head, reconditioned engine.
ALVIS Speed 25 1939 Charleworth drop head coupe, dual colour, in beautiful condition.
ALVIS Speed 25 sports saloon, 1940 model, helmet wings, larch grey, maroon leather, specimen.
BENTLEY 3½-litre 1934 special open 4-seater tourer, with wind-up windows, engine completely reconditioned, 400 miles only; brakes, shock absorbers, steering, etc., reconditioned, new carbs, repainted dual colour, fitted new hood and tonneau, photo on request.
B.M.W. type 328 late 1939 streamlined competition 2-seater, heavy duty axle, late property of well-known racing driver, terrific performance.
BRISTOL, May 1950, type 400 sports coupe, two owners, maintained absolutely regardless of expense, blue, beige leather, radio, etc., specimen.
DELAGE D.6.70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather, Cota, gear box, engine just reconditioned and not running, this car has to be seen, ready shortly.
FORD V8 utility, late 1937, excellent condition, new tyres, recollimated.
JAGUAR 100 competition 2-seater, late 1939, 2½-litre Scintilla max. luggage rack, etc., specimen.
LAGONDA LQ45 1937 model pillarless sports saloon, immaculate condition; bills available for £241.
MONDRIJ, radiat. Ace laces, bumpers, etc. 1939.
M.G. T.D. 1952, 10,000 miles, green, spotless.
M.G. P.B. 11hp Tickford drop head coupe, September, 1939, many extras, specimen.
ROLLS ROYCE 25hp 1931 model, fitted late Park Ward sports saloon body, with boot, immaculate.
SUNBEAM TALBOT 1947 2-litre sports 4-seater, racing green, very fast.
WE are desirous of purchasing good quality English and Continental sports and touring cars.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3, Faxman 0052/7253/7154, [C1046]

1951 Standard Vanguard, in black and red, one owner, 5,000 miles, taxed; £545; terms and exchange.
ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2, Paddington 0289.

JOHNSON & BROWN offer Lagonda LQ45 tourer, £495; Bugatti type 50 roadster, £650; Bentley 4½-litre rebuilt 4-seater, £295; Alfa-Romeo 1935 1.750cc supercharged 2-seater, like new, £550; Alfa-Romeo 1939 2.3-litre saloon, £950; Fiat Balilla sports 2-seater, £295; Fiat Franchini 6A tourer, £250; M.G. Montherly Midlet 2-seater, £195; M.G. 2-litre saloon, £165; Ringers Rd., Bromley, Kent (20 minutes Victoria) Ravensbourne 6479 and 2322. [C3049]

Sports Cars Wanted

ROWLAND SMITH & Co., the Car Buyers.—Highest cash prices for sports cars—Hamstead (Tube), N.W.3, Ham 4041. [W4018 H]

BUCKLER Mark V required for Hants purchaser, would exchange A.C. Competition sports.—Box 941, [C359]

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex, Kaling 8641, 107, New Cavendish St., Great Portland St., W.1, St. Martin 8921. [W3041]

Automenders, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders Ltd., Lowerth Garage Perry Rd. Barnes N.W.13 Riverside 6496, 10753/R

S.S.

S.S. 1935 20hp close coupled foursome coupe, clean car, £115.—Louis & Co., 56, Lancaster Mews, London, W.2, Padd 9196. [C275]

STANDARD 8

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Standard 8 saloon, taxed, at bargain price; £265.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 8084-5. [C3034]

1947 Standard 8 tourer, excellent condition; £299; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1948 Standard 8 saloon, grey, 24,000 miles, carefully maintained, one owner, £345.—Tel. Ewell 6797. [C221]

£285—1939 (August) Standard 8 saloon, blue with blue leather, one owner, genuine mileage 20,000 since new.

£285—1947 Standard 8, black and brown, in sound condition throughout.
DENHAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 2266. [C1070]

STANDARD 8 saloon, 1947, spotless; £325, or exchange sports car or coupe.—45, Abchurch Lane, N.W.4, Hen. 1648. [C282]

£300—1947 Standard 8 saloon, excellent condition.—Water, Westfield House, Raymead Rd., Maidenhead Tel. 2623. [C5052]

1940 Standard 8 de luxe saloon, very nice condition; £195.—Smith's Car Sales, 3, High Rd., Balham, S.W.12, Balham 7626. [C270]

325 gns.—Standard 8, September, 1946, de luxe saloon, black, sliding head, fawn leather, carefully used, exceptional condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

12000 miles!!! Quite like brand new, 1948 Standard 8 saloon, with improved side screens and hood, original tyres still very good, spare unused, mileage genuine by late sole owner, taxed year, colour black; £335.—Northern Motors of Harrow, 186-194, Finer Rd., Harrow 4444. [C3025]

STANDARD 8

STANDARD 8 saloon (July 1948); one of the last Standard 8s saloons to be built, grey with blue trim, this car has been driven only by a lady driver and has 17,000 genuine miles on clock; tyres as new. Ace chrome discs, carpets and upholstery as new, excellent paintwork; maintained entirely by works service department; £400.—Box 9527. [B041]

STANDARD 9

1938 Standard 9 saloon; £195; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

£180—1937 Standard Flying 9 saloon de luxe, excellent condition, 38mpg.—Redhill 3900. [C176]

STANDARD 9 1936 saloon, recent reconditioned engine, just repaired, excellent little car for £129.—K. & T. Ltd., 343, Trinity Rd., S.W.16, Bat. 0509. [C332]

175 gns.—Standard Flying 9 1938 saloon, sliding head, very good condition; taxed; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

STANDARD 12

£195—1939 Standard 12 saloon, clean car; terms, 1950.—Autonips, 5, Balham High Rd., Balham [C1609]

1937 Standard 12, very good condition, 31mpg; £225.—59, Santon Way, Seaslade, Cumber-land. [B217]

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR" specialises in small h.p. cars as well as the larger types.

TANKARD & SMITH, Ltd.—1946 Standard 12 saloon de luxe, finished in black with brown leather upholstery; £345.—97, Peckham Rd., S.E.15, Tel. Rodney 2051. [C4025]

£275—1939 Standard Super 12 de luxe saloon, grey, post-war look, clean condition, taxed; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6450. [C1024]

ROY'S offer: 1946 Standard 12 saloon, good; £365; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Ruston 2700 and 8894. [C3059]

TANKARD & SMITH, Ltd., offer 1948 Standard 12 d.h. coupe, black with brown leather, nominal mileage, very carefully maintained; £425; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3, Faxman 4801-2-3. [C4025]

1938 Standard Flying 12 saloon, very good engine, most attractive car in blue with blue leather interior; £195, or £65 deposit, balance over 18 months; exchanges, insurance, 50 cars always in stock; cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2, Tel. Tulse Hill 7106. [B296]

STANDARD 14

1948 Standard 14hp sun roof, immaculate throughout, taxed Dec.—Maidenhead 2855. [B173]

1946 Standard 14 coupe, in splendid condition; bargain at £298.—S. Bowen & Son Hillside Garage, Edgware, Tel. Edgware 4464. [C1023]

1948 Standard 14 saloon, also 1939 Standard 12 saloon, both cars immaculate.—Autowork Ltd., Winchester, Tel. Winchester 4834. [C1010]

1939 Standard 14 de luxe saloon, genuine, exceptional condition throughout; £265 or offer.—Wood, 15, O.M.Q., R.A.F., Marham, Norfolk. [B204]

1939 Standard 14 saloon, excellent mechanical condition; part exchange clearance; £225!!!—A.Z. Motors, Palmerston Rd., N.W.6, Mat. 4725. [C1011]

1948 Standard 14 foursome drop head coupe, immaculate throughout, one owner, wireless, black, red leather upholstery; £425; hire purchase, part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Midx. Tel. 2560. [C2035]

STANDARD 14

1946 (September) Standard 14 saloon, fawn with blue interior, fitted radio and heater; £360.—Robbins, East Putney, Tel. 4581. [C5010]

1947 sunroof saloon, grey/blue, above average condition generally; £350.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11, Speedwell 0011. [C4004]

STANDARD VANGUARD

CAR MART, Ltd.

1953 Standard Vanguard Phase I saloon, radio, heater, 7,000 miles; £145.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. [C1039]

RAYMOND WAY,

RAYMOND WAY of Kilburn.

RAYMOND WAY, the Hire-Purchase specialists.

1949 Standard Vanguard saloon, fitted radio and heater, one owner only, coachwork and interior in immaculate condition, 36,000 miles, and new tyres; 479 gns.

HIRE-PURCHASE terms on the spot with no reference to your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

COACHCRAFT offer:—

1953 (August) Vanguard Phase II, 150 miles only; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 539. [C1053]

TOM GARNER, Ltd., offer:—

1952 Standard Vanguard saloon, grey with red leather, heater, loom covers, many extras, 3,000 miles only; £745.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2 Blackfriars 9265-6-7. [C2020]

WANSTEAD MOTORS, Ltd., offer:—

1950 Standard Vanguard, comet blue, radio and heater, £545.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11, Wanstead 1000. [C4042]

CHARLES RICKARDS, Ltd., offer:—

1951 (Nov.) Standard Vanguard, finished comet blue with red leather, 16,000 miles, taxed for year, in exceptional condition throughout; £395.

ALSO a good selection of genuine low mileage cars, offered with out 3 months' guarantee.

56 Tube Station, 5 minutes from Marble Arch, Pad. 1820. [C3050]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

1952 P.I. Standard Vanguard in black with red leather and heater, 7,000 miles; price £665.—Berkeley Square, W.1, Gro. 4543. [B136]

D J SHEPHERD & Co (Enfield), Ltd., offer:—

1952 Standard Vanguard saloon green, excellent condition throughout, fitted H.M.V. radio, taxed £665.—D J Shepherd & Co (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [C4009]

1953 (August) Standard Vanguard, 500 miles.—Weybridge 600. [C4023]

1952 Standard Vanguard, black, genuine mileage approximately 11,000, well maintained.

ALINGTON MOTOR CO., Ltd., High Rd., Waltham Cross, Herts, Tel. Waltham Cross 2760. [C274]

£535—Standard Vanguard saloon, 1950, in excellent condition, with leather, heater and radio.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2343. [C2008]

1953 Standard Vanguard Phase II saloon, new, black with maroon leather; immediate delivery.—Mayfair 5242. [C3030]

1949 Standard Vanguard, fitted Tickford roll-top conversion, grey/red leather, heater, radio, ex cond., 30,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3358. [C4029]

1953 Phase II Vanguard saloon, fitted overdrive, black with red upholstery, radio and heater, 3,000 miles; £520.

R C WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5, Fremantle 8401. [C4056]

1951 (November) Standard Vanguard, leather, heater and heater, £565.—S. F. Erskine & Sons, Ltd. Tel. Woking 530. [C2051]

1953 Vanguard saloon, condition almost as new; £695.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19, Liberty 3456. [C1077]

OCTOBER, 1951, Vanguard, leather upholstery and heater, one owner, 17,000 miles, £595; also 1950 model, £535.

VANGUARD estate car, November, 1951, green, leather upholstery, radio and heater, one careful owner, £750, terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6, Riverside 2881. [C2051]

1949 Vanguard saloon, leather, taxed year, first-class value at £355.—L. F. Dove, Ltd., Guildford Rd., Woking, Tel. 1288. [C1078]

1951 (late) Vanguard, overdrive, heater, original tyres, exceptional condition; £625.—John Gray, 20, Hermitage Lane, N.W.2. [C2026]

1949 Standard Vanguard 4-door saloon de luxe, good tyres, fitted radio and heater; £410.

RO TIMMS (MOTORS), Ltd., 17-19, High St., Teddington, Beds. Tel. 31. [C4064]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

1953 Phase II Vanguard, 700 miles; £795.—Evans & O'Malley, Ltd., Lonsdale St., Knightsbridge, S.W.1. Tel. Sloane 1353 or 1700. [W7066]

1952 Standard Vanguard estate, 8,000 miles. leather, radio, heater; £795.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

1952 Vanguard, perfect; £599! Grey with unmarked leather, heater, taxed; terms, exchange, guarantee.—Rudds, 65, Victoria Rd., Worthing, Hous. 0175. [C2959]

ARCHIE SIMONS & Co., Ltd.—1953 (July) Standard Vanguard Phase II saloon, colour grey/red leather upholstery, fitted heater and radio, taxed, genuine 500 miles only. [C2949]

1951 Standard Vanguard saloon, grey/red leather, nominal mileage, one careful owner since new; £595.—93, St. Portland St., W.1. Lan. 1543. [C4013]

1950 model Vanguard saloons, black, radio, heaters, low mileage, immaculate, guaranteed; choice of 3 from £450.—Kings Motors, 1, High St., Hounslow, Hou. 0175. [C2959]

1952 (Oct.) Vanguard saloon, black with maroon interior, radio, heater, and special instruments, 2,000 miles, as new; £745.—Robbins, East Putney Tel. 4581. [C3010]

VANGUARD Phase II saloon, August 26, 1955, heater, taxed year, statutory mileage only; £850; exchange, terms.—A. E. Palmer Motors, Ltd., 13, Church St., Luton. Tel. 4212. [C2973]

1951 (November) Vanguard, heater, leather, Comet blue, taxed, 16,000 miles, serviced by us from new; £595.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea, Fla. 7345. [W7909]

1952 Vanguard saloon, black, one owner, 13,000 miles, radio, heater, taxed, whole car as new; £665.—Jack Thomas Car Sales, 31, Stafford Rd., London, Tel. Cro. 0651. [C2921]

1952 (Sept.) Standard estate car, 4-door, low mileage, radio and heater, Embellishers, leather interior; £835.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4058. [C4028]

1951 (Nov.) Standard Vanguard sal., Comet blue, leather, heater, 16,000 miles, one owner, excellent condition throughout; £615.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C3043]

1951 (Nov.) Standard Vanguard, black, radio, leather, heater, loose covers, immaculate; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

1951 (Dec.) Standard Vanguard saloon, one owner, 17,000 miles, pale blue, red leather, extras, etc.; taxed, as new; £595.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007]

1951 Vanguard, one owner, mileage 31,000, chauffeur maintained and in good condition throughout, almost new tyres, colour maroon.—Joseph Nickerson, Estate Office, Rothwell, Calster. Offers over £500. [W7402]

NAYLOR & ROOT—1951 Standard Vanguard saloon, maroon, fawn hide, radio and heater, superb condition throughout; £575; written guarantee.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [C3022]

595 ens.—Standard Vanguard, October, 1951, saloon, gunmetal, maroon leather, heater, radio, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1950 (July) Vanguard saloon, 10,000 miles only, direct from original owner, grey, heater; £585, 3 months' written guarantee, free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simon Corner, 397-401, High Rd., East Finchley, N.2. (Junction of North Circular and Gt. North Road.) Three minutes trolley E. Finchley Tube. Finchley 0052-55. [C4065]

Standard Vanguard Cars Wanted

R ROWLAND SMITH'S, the Car Buyers. Highest cash prices for Standard Vanguard.—Hampstead (Tube) N.W.5. Ham. 6041. [W4018/R]

P PRIVATELY owned Vanguard.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

F FULL value paid for Vanguard or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguard.—May 5051. [W3043]

STANDARD MISCELLANEOUS

SALES service spares.

STANDARD and Triumph distributors for Croydon, Surrey, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd.—Standard House, South End, Croydon. Tel. Cro. 6088-9. [W0052/R]

Standard Miscellaneous Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane W.1. Grosvenor 3454. [W0073/R]

R ROWLAND SMITH'S, the Car Buyers. Highest cash prices for Standard.—Hampstead (Tube) N.W.5. Ham. 6041. [W4018/R]

STANDARD in good condition for cash.—Tel. Valentine 4674 after 6 p.m. [W2018]

W WHY accept less for your Standard Vanguard Estate car or Standard 8 saloon, when you can get it full market value from—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2006]

Standard Miscellaneous Cars Wanted

M ARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [W0181/R]

H. F. EDWARDS urgently require good Standard for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 5460. [W2001]

Standard Spares and Service

S&T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [W0166/R]

KJ MOTORS, Ltd., for spares, reconditioned units, Girling agents.—Bromley, Kent. Rav. 3456. [W0367/R]

STANDARD Spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [W0301/R]

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—205, Balham Rd., S.W.17. [W0525]

STANDARD spares all models from 1955; replacement units; complete overhauls, reconditioning.—Puttocks Ltd., Alexandra Terrace, Guildford. Tel. 5391. [W0541]

STANDARD spares all models from 1954 by return of post; genuine factory replacement engines 1958 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd.—Standard and Triumph Distributors, Grimsby. Tel. 5486. [W0475/R]

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors) Northdown Rd. Margate. Tel. Thanet 20405. [W0475/R]

STANDARD spares for all models; largest provincial stockists.—Hollingrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay, (Tel. 3322). [W0359/R]

L ANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares, phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [W0286/R]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1959 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave. Finchley N.3. Finchley 5908/9. [W0002/R]

STUDEBAKER

SIMPSON'S offer:—

1952 Studebaker Champion saloon, 4-door, fitted with radio, heater and seat covers, colour pastel green.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialist), 345, High Rd., Wembley. Wembley 8691/5905. [C4015]

GATEHOUSE offer:—

1948 Studebaker Commander convertible, 17,000 miles, one owner; £995.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

1949 Studebaker Champion convertible, grey, radio, heater, power operated hood and overdrive, beautiful condition; £975.—Taylor and Crawley, 48, Kensington Court, W.8. Westminster 6015. [C4036]

STUDEBAKER Commander 1959 model, overdrive, 5 body and mechanical condition excellent, interior exceptionally good, chrome liners fitted to engine; £300.—Ford & Slater, Ltd., Gwendolen Rd., Leicester. Tel. 36117-8-9. [W1830]

£695 "—Right-hand drive Studebaker 22hp Champion 6-seater saloon, 1947 model, stylish low streamlined bodywork, curved "dimple vision" rear window and screen, massive mouth organ front, overdrive, air-horns, heater, demister, etc., excellent example of this desirable post-war American series.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

Studebaker Spares and Service

REPAIRS, parts, reconditioned, guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [W0959]

SUNBEAM

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tel. 4505. [W0515/R]

£42 "—1950 Sunbeam 21hp 4-door saloon, good order, lead.—59K, Netherhall Gardens, N.W.3. Hampstead 5732 or Orpington 2799. [W1862]

TO the connoisseur who knows a proper motor car: A genuine Speed 20 Sunbeam 4-seater C.B. pillar-less super sports saloon, original Sunbeam dual super finish, 1954, pearl grey and black, short coupled chassis, all aluminium body, quiet engine and transmission, first relieve this week. A beautiful research engineers-designed motor car its pedigree proves its performance: the first to see this really scarce outstanding car will definitely buy it. It is fast, economical, quiet, and the steering brakes and road holding are everything that can be expected from such a car of this outstanding design. 300 miles trial, also photo to genuine enquirer, a genuine thorough and genuine bargain; £220; this car will last a lifetime.—18, Clarence Rd., Manchester, 21, Tel. Chorlton 1298. [W1862]

SUNBEAM-TALBOT

R F. FUGOLE, Ltd.

SUNBEAM-TALBOT 2-litre saloon, chassis and coachwork in splendid condition, taxed for the year; £595. [W1685]

R F. FUGOLE, Ltd., Bushey Heath, Herts. Tel. 1685. [W2017]

1951 Sunbeam-Talbot 90 saloon, many extras.

HALLS (FINCHLEY), Ltd., Odon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [W1852]

SUNBEAM-TALBOT

J DAVY of Kensington.

12000 recorded miles.—1951 Sunbeam-Talbot 90 saloon, equal to new, £815; exchanges arranged.—180-4, Kensington High St., Western 9641, and 215, Brompton Rd., Ken. 1108. [C1061]

B J HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, fitted H.M.V. radio, spotless condition; £650. [C2049]

B J HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2049]

ROSE & YOUNG, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, low mileage, fitted heater, loose covers, chrome rims, etc., one owner, immaculate; £865.

1951 Sunbeam-Talbot 90 saloon, heater, radio, etc., exceptional condition; £755.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

CYRIL SHEPPARD, of Reading.

1952 Sunbeam-Talbot 90 dropped cape, fitted radio, heater and host of other extras, 12,000 miles, £925.

SHEPPARD Hill, London Rd., Reading. Sonning 2545-6. [W1853]

OVERSEAS CARS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, exceptional condition throughout; £925. For other Overseas car bargains see page 39.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051]

WARWICK WRIGHT, Ltd., offer:—

1953 Sunbeam-Talbot 90 Mark IIa saloon, radio and heater, Alpine mist, 8,000 miles; £1,050.

1953 (series) Sunbeam-Talbot 90 Mark IIa saloon, radio and heater, beech green, 5,000 miles; £1,050.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

ANDOVER MOTOR Co., Ltd., offer:—

1949 Sunbeam-Talbot 90, immaculate condition all round, very low mileage; £595.—Andover, Hants. Tel. 5405. [C1003]

MEBES & MEBES, Ltd. (Est. 1895) offer:—

1946 (June) Sunbeam-Talbot 10hp sports sliding head 4-door saloon, black, brown hide upholstery, passlight, other extras, coachwork excellent; £525.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [C5012]

Chippstead Motors, Ltd.—See our advertisement under "Sports Cars" [C1046]

1948 Sunbeam-Talbot 10hp saloon, 31,000 miles only, excellent condition throughout; £525.—Dobsons, Ltd., Staines. Tel. 801. [C1074]

SUNBEAM-TALBOT 90 l.h.d. saloon, 1949, grey, grey leather, radio; £595.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014]

GUY ALFRED & Co., Ltd.—1951 Sunbeam-Talbot 90, Phase II saloon, 17,000 miles only, 1953 condition, 6-7, Warren St., W.1. Euston 5268. [C1005]

1951 Sunbeam-Talbot drop head, one owner, 21,000 miles, beautifully maintained; £765.—Anthony Crook, Caterham Hill, Surrey. Tel. 2323/5. [C1063]

1952 Sunbeam-Talbot 90 cabriolet, bronze, red leather, taxed, one owner, 14,000 miles, immaculate; £895.—Bridge Motors Church St., Rickmansworth 2562. [W1826]

£525 "—1947-8 Sunbeam-Talbot 2-litre sports saloon, leather upholstery, 3 months' guarantee, hire purchase, exchanges.

CAMDEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1950 (May) Sunbeam-Talbot 90 saloon, bronze with red leather, one owner, fitted H.M.V. radio, guaranteed 28,000 miles, perfect; £650.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [W1866]

CAMDEN MOTORS for Sunbeam-Talbots.—2-litre 14hp sports saloon, September, 1947, attractive appearance and particularly good mechanically, excellent tyres, Windstones, fog and pass lights; outstanding bargain at £495.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1949 model, bronze, fawn leather, exceptional value; £595.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1951, big engine model, immaculate appearance, coachwork and interior unblemished, one owner since new, heater, etc.; £545.

CAMDEN MOTORS for Sunbeam-Talbots.—90 drop head fourseater coupe, 1952, bronze with red leather, carefully used and regularly serviced since new, heater, seat covers, etc.; £595.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, 1948 series, bronze, fawn, two owners since new, a really nice car, fast and economical; £545.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, April, 1946, repainted last year, very smart maroon finish, excellent tyres and a nice little car all round; £465.

CAMDEN MOTORS, the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1951 Sunbeam-Talbot 90 Mark II (big engine) dro. head 4-seater sports coupe, finished in black and chromium with red leather upholstery, a really immaculate and outstanding example, one owner, ship, thoroughly recommended, written guarantee; £775; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2095]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

£715—July, 1951, Sunbeam-Talbot 90 Mark II convertible, extras, etc., 27,000 miles.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, E.W.1. Sloane 5424. [C3045]

Sunbeam-Talbot Cars Wanted

C THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R]

R ROOTES, DISTRIBUTORS.

R REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 9411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MALDSTONE.—(Maldstone 3333).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2251).

WROTHAM Heath (Borough Green, 4).

RROOTES, Ltd., Devonshire House, Piccadilly W.1. Tel. Grosvenor 5401. [0111/R]

ROWLAND SMITH'S The Car Buyers. Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FULL value paid for Sunbeam-Talbot or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

H. F. EDWARDS urgently require good Sunbeam-Talbot for immediate cash; distance no object.—Details please to 35, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W2001]

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0069/R]

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 48381. [0465/R]

TALBOT

£245—Talbot 10 sports saloon, original condition, particularly well kept, v.g. tyres, small mileage, very attractive, choice 2.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds Holland Park Tube). Exchanges, h.p. [C1017]

1937 Talbot 10 sports saloon, really immaculate condition; £249.—G.P. (Baiham), Ltd., 2c, Baiham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [C2024]

4 1/2-litre Talbot Major saloon (Paris), 1939, 6-cylinder, superb condition, recent complete overhaul, pre-selector gear box, privately owned; inspection invited.—Tel. Nerdrum, Whl. 9551, or Box 0512. [0009]

ROYS offer 1936 Talbot 5-litre 7-seater limousine, good; £65 deposit; £195 cash; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059]

FIRST registered 1946 6-cylinder Talbot, the chassis and engine of this car were specially built and prepared for the British Empire Trophy Race in 1950 (having won it in 1950). In 1948 chassis and engine was completely stripped and rebuilt, the engine detuned and a brand new drop head coupe body made at a cost of £1,000; the car in its present form develops 112 bhp; the interior and exterior of the car is perfect and it has been fitted with a new hood; please write for full details of this interesting car; £750.—Anthony Crook, Caterham Hill, Surrey. Tel. 2232-3. [C1053]

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Talbot Spares and Service

JOHAN BLAND for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.18. Vandey 1612. [0896/R]

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, E.E.27. Olney Hill 0132. [0864/R]

TATRA

1939 Tatra drop head coupe, completely overhauled, very attractive; £195.—Smith Car Sales, 5, High Rd., Balham, S.W.12. Balham 7628. [8268]

TRIUMPH

SCOTT CARS offer:—

1950 (October) Triumph Renown, radio, heater, one owner; bargain; £615.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C3016]

BOON & PORTER, Ltd.

1951 Renown, black/beige, one owner, 35,000 miles, excellent; £725.—Casteinau, S.W.13. (By Hammersmith Bridge). Riverside 4444. [C1022]

J HUNTER, Ltd., offer:—

1949 Triumph 2000 Roadster, just fitted new works engine, excellent condition throughout; £595.

J HUNTER, 83, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503 [C2040]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

1952 August, Renown (convertible), in grey with grey leather, fitted with radio, heater, twin spot lights and Ace Rimbellers, as new; price £875.—Berkeley Square, W.1. Gro. 4343. [8135]

1950 Triumph Renown, grey, 16,000 miles, one owner; £615.—Blue Bell Hill 221. [8218]

TRIUMPH

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

OCTOBER, 1946, 1600 saloon, grey, heater, recon. engine, immaculate car; £495.

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008]

1951 (July) Triumph Renown saloon, one owner, 16,000 miles; £675.—Weybridge 600. [C4023]

1950 Triumph 2000 Roadster, black, in very good condition throughout; £535.

REO. TIMMS (MOTORS), 17-19, High St., Tooting, Beds. Tel. 31. [C4064]

1952 (July) Mayflower saloon, black, red leather, heater, 5,000 miles, as new; £625.—Tel. Bagshot 3320. [8071]

1948 Triumph Renown, showroom perfect condition; £535.—Groves, 26, Hamilton Rd., Chiswick. [8338]

1953 Triumph Mayflower saloon, comet blue, leather and heater; 2,000 miles only; unmarked throughout; £675.

JOHAN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. [C4055]

1948 Triumph 1800 Roadster, grey, good condition.—Simms, Embassy Garage, Church St., Ossett, Yorkshire. Tel. 524. [8095]

1952 Triumph Renown saloon, green with beige leather, radio, low mileage; £795.—Stratstone, 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

DROP head 2,000 coupe, 1949, indistinguishable from new, many extras, £375, or exchange saloon.—55, Shirehall Park, N.W.4. Hen. 1648. [8261]

1953 Triumph Mayflower, June, black, 1,500 miles, leather, heater, radio, covers as new, private sale; £660.—12, Laurel Ave., Twickenham, Middlesex. [8232]

TRIUMPH Renown 1951, blue with beige leather, radio, heater, 4 months' old, immaculate condition.—Friedlander, 75, Thornton Rd., Cambridge, Tel. Cambridge 76415. [8157]

1953 Triumph Mayflower saloon, with heater, leather upholstery, 4 months' old, immaculate condition.—Friedlander, 75, Thornton Rd., Cambridge, Tel. Cambridge 76415. [8157]

ROSE & YOUNG, Ltd., offer: 1948 Triumph 1800 Roadster, immaculate condition, black; £485.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

£175—Genuine 1938 Triumph 16hp Vitesse sports saloon, excellent runner, taxed; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

TRIUMPH Mayflower saloon, 1951, absolute new condition, very low mileage, black with red upholstery; £575.—B. & H. Motors, 1464-8 High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020]

JACK ROSE, Ltd., offer 1949 Triumph 2000 saloon in grey, heater, loose covers, almost unmarked, accept £595.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C3056]

2000 miles; June, 1953, Mayflower, black with beige leather upholstery, loose covers, new condition; list price.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. [C1028]

1950 Triumph Renown, one owner, low mileage, in genuinely exceptional condition throughout, part exchange preferred, with cash either way, or £600.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

£525—Triumph Mayflower, grey with crimson upholstery, one private owner, really nice condition; or £175 deposit and 12 or 18 monthly payments.—Starnes Motors, Triumph Specialists, 103, Cricklewood Broadway, N.W.2. Gla. 2485. [6846]

TANKARD & SMITH, Ltd., offer 1949 Triumph 2000 Renown, black with beige leather, heater, exceptional condition throughout; £575; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026]

A GENUINE bargain, privately owned 1935 1 1/2-litre super sports Triumph Dolomite 4-seater C.R. aluminium saloon, a beautiful mist green dual finish, Ace discs, new tartan loose covers, a most economical, really fast sporting motor car, thoroughly reliable, superb mechanical condition, low swept tail, maintains high oil pressure and a pleasure to drive; £225; 300 miles' trial; also photo to genuine enquirer.—18, Clarence Rd., Manchester, 21. Tel. Chorlton 1286. [8181]

Triumph Cars Wanted

C THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

TRIUMPH in good condition for cash.—Tel. Valentine 4674 after 6 p.m. [W2018]

PRIVATLY owned Renown.—5, Brice Court, Kingstown Hill, Surrey. Tel. Nine Hill 2768. [W2037]

MARSTON MOTOR CO., Ltd., for your Triumph.—Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15. [0182/R]

C. A. FETO, Ltd., 42 North Audley St., W.1, wish to purchase late model Triumph Mayflower.—May 3051. [W3043]

Triumph Spares and Service

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R]

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78 Broadway, Bexleyheath, Tel. 1666-7. [0499]

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0397/R]

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 33221). [0355/R]

UTILITY CARS

JACK STONE & Son offer:—

1948 Bedford utility, £295; 1937 Ford 6 utility, wooden body, £135; coachbuilt wooden utility bodies to your own specifications; £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list; 221, Upper Richmond Rd., Putney 1054-5. 2276-7. [C4021]

TAYLOR & CRAWLEY, offer:—

1952 Humber Pullman estate car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility.

1948 Chevrolet de luxe estate car, 35,000 miles, one private owner; £1,075.

48 Kensington Court, W.6. Western 6015. [C4036]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1953 Bedford Dormobile, 500 miles, many extras.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

£195 bargain! 1941 Ford V.8 22hp utility, excellent condition, any trial.—A. Z. Motors, Palmerston Rd. N.W.6. Mal. 4723. [C1011]

1950 Bradford Utility, grey, full seating, as new throughout; £325.—Buntings Motor Exchange, Harrow. Tel. 6225/6. [6292]

1951 Series A40 Countryman in unblemished condition throughout, one private owner; £595.—Harold Simons, Belov.

1951 factory reconditioned engine, unblemished appearance, magnificent mechanical condition; £495, both with 3 months' written guarantee; free after-sale service, usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (junction of North Circular and Great North Road), 3 minutes trolley to Finchley Tube. Finchley 0052-53. [C4065]

BRADFORD utilities for sale serviced by us; main agents since 1922.—Buntings' Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R]

1947 Vauxhall Bedford 12hp Martin Walter Utilecon, excellent throughout; £350.—Autovox, Ltd., Winchester. Tel. Winchester 4834. [C1010]

1950 Ford 8 Utilecon, a splendid utility; £370.—Smith and Hunter, Ltd., 376, Kensington High St., London W.14. Tel. Western 2512. [C3019]

1949 Ford 10 Martin Walter Utilecon, flush seats; £350; exchanges and terms.—Palmer, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034]

CASS'S MOTOR MART—1948 genuine American Willys Overland Jeep 7-passenger estate car, r.h.d., overdrive, outstanding condition.—S. Warren St., W.1. Euston 4110. [C1040]

£125—1948 ex-W.D. Humber utility, wooden body, a good hard-working vehicle, £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

ROYS offer: 1942 Minx Utility, 4-seats, good; £65 deposit; £195 cash; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station.) Euston 2700 and 8894. [C3059]

1952 Austin A40 Countryman, 10,000 miles; £645.—British & Colonial Motors, Ltd. (Distributors for London & Home Counties), 15/14, Upper St., Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

SHOOTING brake, 1938 Humber, 27hp, good mechanical condition, immaculate bodywork, owner going abroad in November; f.c. insurance until July '54, taxed, accept £260 o.n.o.; no dealers.—Box 0339. [0059]

1951 Morris 10cw J type van, converted utility with Dunlopillo upholstery and fitted throughout as a private car, detachable seating, 10,000 miles only; £495.—Jack Potner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WHY accept less for your utility, estate car or shooting brake when you can get its full market value from:—

OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008]

VAUXHALL 10

£265—Vauxhall 10, 1939 saloon, very nice condition, good tyres, all extras, choice 4.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds Holland Park Tube) Exchanges, h.p. [C1017]

1939 Vauxhall 10 saloon; £285.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube) [C2050]

1946 Vauxhall 10hp saloon, black, brown leather, in fine condition; £395.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

1940 model Vauxhall 10, silver grey, sunshine roof, leather, mileage 57,000, taxed year, very good condition, well maintained; £285.—64, Bradleigh Ave, Grays, Essex. Tilbury 4440 evenings. [8192]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1939 VAUXHALL 12 Vauxhall 12 saloon, excellent condition; £250; exchanges and terms.—Palmer, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. (C3034)

1937 VAUXHALL 14 series Vauxhall 14 sun roof saloon, specimen car, taxed year: £225.—Frank Dale, 61 Lancaster Mews, W.2. Paddington 4641. (C1067)

NOVEMBER, 1947 Vauxhall J-type, excellent condition, colour black; £425.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. (C4055)

1940 (model) vauxhall J type 14hp saloon, black with brown leather, radio, screen-washer, recent engine overhaul, excellent condition; £345.—Fanthams Service Garage, London Rd., Guildford GU1 5SE. (C3035)

Vauxhall 14 Cars Wanted REALLY good second-hand Vauxhall 14 required.—Cobb, 30, Harley House, N.W.1. (C1088)

VAUXHALL WYVERN & VELOX CAR MART, LTD.

1953 Vauxhall Wyvern saloon, 200 miles; £875.

1950 Vauxhall Wyvern saloon, 13,000 miles; £825.

1953 Vauxhall Velox saloon, 4,000 miles; £875. Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1039)

B. J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, one owner, very superb condition; £795.

1950 Vauxhall Velox saloon, late property works engineer; £550. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2046)

GLANFIELD LAWRENCE offer:—

1951 model Vauxhall Velox saloon, blue/grey, heater/radio, two owners, 26,000 miles, very nice throughout; £595.—407, High Rd., N.12, Finchley 0591. (C3058)

METROPOLITAN MOTORS offer:—

1953 Vauxhall Wyvern saloon, 6,000 miles, many extras, taxed year: £975.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. (C1089)

W. J. BROWN, established over 30 years.

1953 Vauxhall Velox, 6,400 miles, black, red leather and heater; £865.

339 Finchley Rd., N.W.3, Hampstead 4414. (C1085)

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Vauxhall Wyvern saloon, fitted radio, heater, house covers, wing mirrors and taxed year, 6,000 miles, in splendid condition; £875.—Watford Way, Hendon Central, N.W.4. Tel. London 6084-5. (C3034)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Vauxhall Velox; £465.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (C1057)

GUY SALMON AUTOMOBILES, offer:—

1951 Vauxhall Wyvern saloon, black, brown leather, immaculate and original condition; £595.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-3-3. (C4061)

1948 Velox, mileage 40,000, good condition; £455. Ken 0529. (C4067)

1953 (August) Vauxhall Wyvern, 400 miles.—Weybridge 600. (C4085)

GUY ALFRED & Co., Ltd.—1952 Vauxhall Velox, radio, heater, small mileage, superb.—6-7, Warren St., W.1. Euston 1266. (C1005)

1949 Vauxhall Velox saloon, blue with brown leather, low mileage, one careful owner, perfect condition; £495.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6718. (C2052)

1949 Velox, radio, heater, etc., engine only done 11,000 miles; £495; exceptional bargain.—Shepperton Garage, Watton 2322. (C4087)

£575 1951—1951 Vauxhall Velox saloon, nice condition, carefully used; 3 months' guarantee; hire purchase, exchanges.

LAMBA, Finchley Showrooms, 421-423, High Rd., N. Finchley, N.11. Finchley 6221. (East Finchley Underground.) (C2052)

1950 series Vauxhall Velox saloon, splendid condition; £535.—Autowork, Ltd., Winchester, Tel. Winchester 4834. (C1010)

WYVERN November, 1952, square engine, black, heater, immaculate condition; £785.—Rickmansworth 5874. (C1011)

1953 Vauxhall Velox, black, heater, taxed, 3,000 miles; £875.—H. O. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. (C3040)

1950 Vauxhall Wyvern saloon, in magnificent condition; £575.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

1950 model Vauxhall Velox saloon, black/brown, radio and heater, very good throughout; £535.—Jack Ralph (Bournemouth), Ltd., Winton 553. (C4088)

1949-50 Wyvern, condition immaculate, owner driven, seen by appointment; £550.—Lyndard, Revier Cottage, Chalk Lane East Horsey, nr. Leatherhead, Surrey. (C4088)

1952 (Sept.) Wyvern, square engine, heater, covers, etc., negligible mileage, really immaculate; £810.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4084)

1950 Vauxhall Velox saloon, 19,000 miles, one owner, excellent condition, guaranteed; £525; exchanges, terms.—Palmer, 53, York St., Twickenham, Popesgrove 1890/7087. (C3034)

1952 (October) Velox, over-square engine, bluish grey, grey and red upholstery, radio, heater, fog and reversing lamps, 15,000 miles; £400.—Tel. Exmouth 2105 (evenings). (C4081)

JACK ROSE, Ltd., offer: 6,000 miles only, Wyvern grey, looks 600 in black and brown upholstery, many extras; £795.—Stamford Rd., Wallington, Surrey, Wallington 6677-8. (C3056)

VAUXHALL WYVERN & VELOX

1952 Vauxhall Velox, 21,000 miles, one owner, silver mats, heater, fog lamp, screen clean, taxed year, unblemished; £848.—Stanley Godfrey & Co., Onslow St., Guildford, Tel. 2212. (C1012)

1951 (July) Vauxhall Velox, bluish grey/red upholstery, 16,000 miles, one owner, fitted heater, windscreen washer, taxed year, faultless cond. throughout; £565; terms, exchanges.—Harris Motors, (Markyate), Markyate, Herts. Tel. 384. (C2000)

1952 series Velox 18hp latest streamlined saloon, guaranteed 16,000 miles only, spare unused, finished black, leather upholstery, fitted radio, heater, reverse light, spotlight, clear lighter, taxed to December, as new throughout; £775; trade enquiries welcomed.—Motocars (London), Ltd., Great North Rd. E. Finchley Station, N.2. Tudor 2301-2. (C3018)

Vauxhall Wyvern & Velox Cars Wanted FULL value paid for Velox or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

WHY accept less for your Vauxhall Wyvern (1949 to 1950 preferred) when you can get its full market value from us?

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. (C1017/R)

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

***1950** Vauxhall Velox, metallic grey, low mileage, heater, radio and loose covers fitted, excellent condition throughout.

1947 Vauxhall 14 J-type (choice of three), black, good, tyres good all round, mechanically sound.

***1946** Vauxhall 14, black/brown leather, radio, good condition mechanically.

The above cars are under the bonus Vauxhall scheme, i.e. bonus H.M.L. rebuilt engine within 2 years or 40,000 miles.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models.

VAUXHALL, and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. (C2052/R)

GRAHAM BROTHERS (MOTOR), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (2A, 0897); always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. (C2053/R)

Vauxhall Miscellaneous Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. (C1075/R)

R. ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall.—Hampton (Tube), N.W.3. Ham 6041. (W4016/R)

S. SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328. (C1018/R)

PRIVATELY owned Vauxhall—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2057)

VAUXHALL in good condition for cash.—Tel. Valentine 2098 and 4674, after 6 p.m. (C2018)

VAUXHALL cars, post-war models, urgently required.—Gollis Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6375. (C4079/R)

ARLINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. (C1012/R)

7-SEALERS private 1937/8/9 Limousines required cash, waiting. Alpe, 4, Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call write or tel. Paddington 0022. (W2052/R)

Vauxhall Spares and Service

C.A.O. CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers list prices, radiator exchange service and all other repairs to your Vauxhall or Bedford at—

BEDFORD House, 360-358, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines). (C2005/R)

BROADWAY MOTOR CO.

WE specialise in service replacement units for Vaux- hall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR CO., 5-13, Russell Rd. Wimble- don, S.W.19. Liberty 2454-5-6. Stores: Liberty 6368. Grange, Acton, W.3. (C4085/R)

KJ MOTORS, Ltd., for spares, accessories, ex- change units.—Bromley, Kent. Rav. 2456 (0935/R)

SKURRAFT, Ltd., Sweden. Replacement engines and comprehensive range of reconditioned service units.

Vauxhall, Bedford main dealers.—Swindon, Wilts. Tel. 2266. (C1065/R)

VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd. Surbiton, Elmbridge 1873.—Buy and sell pre-1914

cars.—0201/R

VINTAGE CARS

1923 Rolls-Royce Silver Ghost Pullman by Wind-

over in original and excellent condition, taxed private to Dec. 31; accept £100 to clear, room wanted.

—Barton, Hazewood, Middleton Rd., Manchester, 5, Tel. Chesham Hill 8315. (C2023)

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen People, official main dealers; all spare and fully specialised service, coachbuilding and painting on premises, open for reception week-

ends.—Tel. Ripley 2361. (C1073/R)

CHILTERN CARS offer a 1947 Volkswagen, complete interior renovation, excellent order throughout, fitted radio, £300; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 3000. (C1045)

1949 Volkswagen right-hand drive de luxe, new in 1950, beautiful upholstery, all latest modifi-

cations and radio; the best second-hand V.W. in the country; £550.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (C2048)

V&F MONACO MOTORS, the only Volkswagen specialists in London, offer you their

unique experience obtained in three years of servicing and repair of more than 1,000 Volkswagens. We

concentrate exclusively on the Volkswagens and handle no other type of car; all Volkswagen spares stocked; Volkswagens cars bought and sold.

V&F MONACO MOTORS, 3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. (C1042)

Volkswagen Cars Wanted

VOLKSWAGEN wanted for cash.—Valentine 2098 or 4674 after 6 p.m. (W2019)

Volkswagen Spares and Service

V. W. MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires, 79-85, Davies St. (entrance in Weighouse St.), Tel. May 6718. (C4047/R)

MOONS MOTORS, Ltd., at their Davies Street (May- fair 2351) and Dorset House (Weibek 7860)

branches have factory trained mechanics, and offer you full service with repair and parts facilities. (C1055/R)

Willis-Overland Spares and Service

JACK OLING & Co., Ltd., Willis-Overland Distribu- tors for the United Kingdom, Audley House, North Audley St., W.1. Mayfair 5442. (C4050/R)

WOLSELEY

E. MUSTACE WATKINS, Ltd., the sole London distribu- tors.

1946 Wolseley 18hp saloon, black brown upho-

lstry, carefully used car.

1946 Wolseley 8hp saloon, black, brown upholstery

E. MUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5051); and 12, Chelsea Manor St., S.W.3 (Fitzham 8161). (C4046)

GE

1947 one owner Wolseley 12 4-door 4/5-seater de

luxe saloon, with sliding roof, total recorded mileage 34,000, immaculate as original, sparkling go-

line black cellulose, chromiumbright fittings, fine quality brown hide upholstery, carpets and roof lin-

ings, highly polished facia panel and fllets, fitted sprung steering wheel, spot light, heat-proof electric system, reostat-controlled panel lighting, locking-type petrol cap, concealed ash tray, etc.; delightful per-

formance written guarantee; £895; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000)

H. BEART & Co., Ltd.

1947 14.60 saloon, property of one owner since new

and very carefully maintained; £485.—102, London Rd., Kingston-on-Thames, Tel. 3348. (C1081)

J. DAVY, of Kensington.

1947 Wolseley 12/48, exceptional condition; £495;

exchanges arranged.—180-4, Kensington High St., Western 9641, and 215, Brompton Rd., Ken. 1108. (C1069)

PHILIP RICKARDS, Ltd., offer:—

1953 Wolseley 4/44 saloon, black finish, 800 miles;

part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

GUY SALMON AUTOMOBILES offer:—

1952 Wolseley 4/50 saloon, 10,000 miles, H.M.V. radio and heater, immaculate condition

throughout; £785.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

MERES & MERES, Ltd., (Est 1895) offer:—

1936 Wolseley Wasp 10hp de luxe sunshine 4-door

saloon, black, brown pneumatic upholstery, easy clean, wheels, excellent throughout; £195.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (C3012)

1953 (June) Wolseley 4/44 saloon 700 miles.—Weybridge 600. (C4029)

WOLSELEY 1957 14hp, radio, rewired, overhaul engine; £285 o.n.a.—Val. 1965. (C1502)

£275—1940 Wolseley 18 saloon, very clean car, terms.—Belov. (C4088)

£110—1957 Wolseley 21, clean car; terms.—Aqua-

snips, 5, Balham High Rd., Balham 1596. (C1009)

BEARTS, of Kingston, Wolseley distributors.—Hats and repairs.—102, London Rd., Kingston, Tel. 3348. (C1081/R)

CASS'S MOTOR MART.—1947 Wolseley 14/60 saloon, excellent written guarantee.—5, Warren St., W.1. Euston 5521. (C1040)

1938 Wolseley 18 saloon; £225; part exchange, terms arranged.—King's Autos, 725-7, New Rd., Seven Kings. Tel. Seven Kings 5556. (C2044)

WOLSELEY 21 1937, Tickford saloon in excellent condition; £400 or best offer.—Tel. Chislewood 211, after 7.30 p.m. (C1060)

1946 Wolseley 18hp saloon, black/brown leather, carefully maintained, excellent condition; £375.—Tel. Watford 7531. (C4049)

WOLSELEY 6/80, Sept. '52, mileage guaranteed, £500; as new, green, tanger cover fitted; £790.—Cranmore, Tel. 2040 Potters Bar. (C1052)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY
ROYS offer 1940 Wolseley 14 saloon, one private owner, new engine, tyres and rear axle complete just fitted, super condition; £255. [C2024]
ROYS offer 1936 type Wolseley 12 special Daytona sports saloon, smart and fast; £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C5059]

1937 Wolseley 12 4-door de luxe saloon, recon. engine fitted recently; £248.—G. P. (Batham), Ltd., 26, Batham Hill, S.W.12 (100 yards Clapham South Tube). Bath 1107-8-9. [C2024]
245 ans.—Wolseley 14 1937 model de luxe saloon, black, sliding head, brown leather, carefully used, very good condition; taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

CAMDEN MOTORS for Wolseleys.—25hp series III super six saloon, 1939, handsome and impressive looking car, previously owned by company director, chauffeur maintained and used on special occasions for town visits only; £295. [C2024]

CAMDEN MOTORS for Wolseleys.—18/85 saloon, December, 1939, about the last of the 18hp series produced, privately owned, excellent mechanical order and with almost brand new tyres; £495. [C2024]
CAMDEN MOTORS for Wolseleys.—18/85 saloon series III model, 1939, looks identical to above model and in such very immaculate condition that it could easily be mistaken for post-war series, another privately taxed car, one owner many years and in first-class order throughout; £295. [C2024]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1035]
IMMOBILES, 1950/25hp, partition, forward, 6-cylinder, black, genuine mileage 4,000, unblemished, cost £2560, low cost, also 1949, mileage 22,000, privately owned. £975. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2. [C1006]

Wolseley 4/58 Cars Wanted
C THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212. [0721/R]
ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Wolseley 6/88 Cars Wanted
C THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. G. 3434. [0722/R]

Wolseley Cars Wanted
R ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Wolseley Cars Wanted
R ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Wolseley Cars Wanted
PRIVATELY owned Wolseley, 8, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]
WOLSELEY 12/14 saloon, 1938-1948.—Jack Thomas, 31, Stafford Rd., Croydon, Croydon 0651, evening Thro. 6517. [W4066]

H. P. EDWARDS urgently require good Wolseley for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

Wolseley Spares and Service
WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R]
LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4436. [0207]
FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0561). [0475]

HARD surfaced rockers, 6/- each exchange, other spares.—Thomson, 104, Kingston Rd., Wimbledon. S.W.19. Liberty 8498. 1 till 2, after 7 p.m. [7214]
EUSTACE WATKINS, Ltd. Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service, complete overhauls, coachwork and reconditioned engines. [0629/R]

R HARDY & SON, 55, Marylebone High St., W.1. Welles 1101.—Spare reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0316/R]

MISCELLANEOUS CARS
RAYMOND WAY, the hire purchase specialists.
HERE are 5 cast-iron reasons why everybody's going **KILBURN WAY**:—

1. 300 used cars under £400 always available.
 2. We can quote the most competitive prices obtainable because of our huge turnover.
 3. Unequalled hire purchase terms.
 4. Satisfactory exchange prices on your car, 3-wheeler or motor cycle.
 5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [0629/R]

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 50 years. [C5010/R]
WEST LONDON MOTOR MART offer a large selection of vehicles, mostly under £150, deposit from £25, immediate hire-purchase and insurance facilities. **WEST LONDON MOTOR MART**, Exning Rd., Great West Rd., Brentford Middx. Kaling 8042. [C5041]

MISCELLANEOUS CARS WANTED
R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

WOLSELEY CARS WANTED
R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Miscellaneous Cars Wanted

GATEHOUSE MOTORS
ARE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Moy. 6448. [C2021]

IF you wish to sell your car for cash, write, 'phones or call.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R]

DROP head coupe, pre-war, about 10-12 hp, bodywork must be in very good condition; mechanically capable of being made reliable; no dealers.—Tel. Maiden 2269, between 9-5, Mon./Fri. [1775]
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LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Moutview 4401.
1946 Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [M1076]
1948 Karrier Bantam truck, twin rear; £255.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

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PHONE: Blackfriars 4942.

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CADILLAC—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0326/R]

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C. A. PITO, Ltd.—Appointed agents; Daimler Conquest orders accepted for early delivery—42, North Audley St., W.1. May. 5051. [N3043]

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BABIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Langham 7735. [0510/R]

MORRIS

PRIDE & CLARKE, Ltd., for your new Morris; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. [0735/R]

LANKESTER ENGINEERING Co., Ltd., immediate delivery Morris Six saloon.—39-43, Eden St., Kingston, Kingston 3154. [0264/R]

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd. only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R]

OLDSMOBILE

DISTRIBUTORS (WILKENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey, Tel. Lingfield 330-1. [0882/R]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Overland 9600). Service Workshops and Spare Parts: 7, Pembroke Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7). [0257/R]

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19, Rus. 2874-5. [0199/R]

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [0750/R]

PARAMOUNT

THE new Paramount.—The first production models of the new and exciting Paramount 4-seater sports roadster available in the very near future; full range model £625 plus P.T. £261/10/10 (total £886/10/10); part exchanges and hire purchase terms available; full details from distributors for Great Britain.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard Beds, Tel. 2041 (5 lines). [N1035/R]

PEUGEOT

TOM KNOWLES, sole Peugeot concessionaires (Gr. Britain), 19, Brick St., Piccadilly, W.1. May 5385. [0688/R]

PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Faxman 7752-3. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0050/R]

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. Cables Colburns, London. [0372/R]

RELIANT

WE offer reasonable delivery on the new 4-seater Regal coupe, price £299/10 plus £62/19/2 purchase tax, 50 mpg, 65 mph, the lowest priced car on the market.—Main Agents, Church Rd., King. Co., Ltd., Hadding, Essex. [4098/R]

RENAULT

METROPOLIS GARAGES, Ltd., the Renault distributors for sales, service and spare parts for all models.—1-31, MacLure Rd. (Olympia), W.14. 8he. 5385-6-7. [0636/R]

AUTO SALES (LONDON), Ltd., are the North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59/65, Belsize Rd., N.W.6. Tel. Mai. 5555. [0110/R]

RILEY

RILEY 1½, grey, red, immediate.—Cranmore, Tel. 2040 Potters Bar. [N1062/R]

1½, litre, delivery ex stock, one only.—Montrose 12 Motors, Wembley 2636. [0765/R]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018/R]

A. PETO, Ltd., Appointed Agents, Riley Sales and Service.—42, North Audley St., W.1. May. 3051. [N3043/R]

JOHN S. TRUSCOTT, Ltd., official agents.—Early delivery; exchanges; deferred terms.—175, Westbourne Grove, W.11. Bay. 4274. [N4035/R]

IMMEDIATE delivery 2½-litre Riley; list price.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027/R]

CLARKE & SIMPSON, Ltd., Riley sales and service.—1955 new 2½ saloon, silver grey with red leather, for immediate delivery; £1,311.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1048/R]

J. DAVY (official stockists)—2½-litre saloon available; orders accepted for 1½-litre saloon for rotational delivery.—180-4, Kennington High St. (Western 9641), and 215 Brompton Rd. (Ken. 1108). [N1069/R]

ROLLS-ROYCE

CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R]

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton, Tel. 4540. [0530/R]

DAVID ROSENFIELD, Ltd.

OFFICIAL Manchester Rolls-Royce and Bentley retailers.

SHOWROOMS: 1/5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.

MANCHESTER, 6, Tel. Blackfriars 2302. [0561/R]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI cars with special coachwork: Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R]

ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 1444). [0154/R]

COME to the pre-war specialists for anything Rover.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. [N2039/R]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-9. [0245/R]

KJ MOTORS, Ltd., Bromley main agents, offer delivery on all models.—Rav. 5456. [0287/R]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018/R]

CROYDON—Main agents Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon, Tho. 1223. [0263/R]

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. 4444. [1660/R]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton, Tel. 4540. [0001/R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451/R]

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-3, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0886/R]

PLYMOUTH, Dr. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists.—Alexandra Rd., Plymouth, Tel. 555. [0901/R]

LAND-ROVER

R. F. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0452/R]

ROSENFIELD for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-3, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0882/R]

SINGER

PRIDE & CLARKE, Ltd.—Exchange your car now for a new SM1500, many other new cars available; terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. [0707/R]

SINGER—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12; Works, Alcester Rd., Moseley 13. [0168/R]

THE Singer agents offer immediate delivery of all 1953 models; demonstrations, exchanges, deferred payments.—Automenders, Ltd., Lower Garage, London, S.W.13. Riverside 6496. [0757/R]

STANDARD

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Tel. Cro. 608/9. [0086/R]

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Phase II Vanguard saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018/R]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Square, London, W.1. Gro. 4343. [0840/R]

IMMEDIATE delivery Standard Vanguard Phase II saloon, black with heater; £854.

X. SERVICE STATION, Kingston Vale, S.W.13. Kin. 8315. [N4090/R]

1953 new Vanguard, list price, immediate delivery.—Haskins, Ladbroke 1155. [N3027/R]

STANDARD Vanguard saloon, latest model, Phase 2, now in stock; part exchanges and easy payments.

MCINNIS MOTORS, Ltd., "Langham House", 3, Stamford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [N3030/R]

VANGUARD Phase II, new, unreg., black, red Vynide, overdrive, optional extra; £837.—James, Garage, Yapton 201. [0624/R]

C. A. PETO, Ltd., offer immediate delivery of Phase II Vanguard saloon; list price.—42, North Audley St., W.1. May. 3051. [N3043/R]

STANDARD—John S. Truscott, Ltd., official agents; early delivery; exchanges; deferred terms.—175, Westbourne Grove, W.11. Bay. 4274. [N4035/R]

IMMEDIATE delivery new Phase II Vanguard; list price; exchanges; deferred terms.—Windovers, Ltd., 33, Sloane St., S.W.1. Sloane 6970. [0129/R]

C. A. PETO, Ltd., offer immediate delivery of new Phase II Vanguard estate car; list price; £946/15.—42, North Audley St., W.1. May. 3051. [N3043/R]

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0451/R]

PRIDE & CLARKE, Ltd.—Exchange your car now for a new Standard Vanguard many other new cars available; terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. [0743/R]

NEW Standard Vanguard Phase II sal., black/red; immed. delivery; £836/19/2.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [N4029/R]

VANGUARD Phase II saloon, enquiries invited for early delivery.—Motokists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 231-2. [N3018/R]

IMMEDIATE delivery Phase II Vanguard saloon; £836/19/2, ex-works.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027/R]

TRAYNOR MOTORS of EAST HAM for your Standard and Triumph requirements, immediate delivery, ex stock.—133-135, High St. E.8. E.G. Greenwood 5834. [N4032/R]

OVER HALL GARAGES offer for immediate delivery new P21 Vanguard saloon, black, crimson leather, exchanges, deferred terms.—Staines Rd., Bedford, Middlesex. Ashford 2523. [0645/R]

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Estate and Phase II Vanguard saloons; choice of colour, demo, available.—Lankaster Engineering Co., Ltd., 59-43, Eden St., Kingston, Tel. Kin. 3151-4. [0402/R]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town, Qui. 4141. [0091/R]

SUNBEAM-TALBOT

BARNET area.—Sunbeam-Talbot main dealers.—Hidley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413/R]

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group, offer early delivery of saloon and coupe models.—145, London Rd., Croydon, Croydon 4600-4632. [N4869/R]

ORDERS accepted now for new Sunbeam-Talbots; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [N3011/R]

TRIUMPH

ROWLAND SMITH'S for Triumph.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018/R]

KJ MOTORS, Ltd.—Standard, Triumph distributors for N.W. Ken. can offer delivery on all models.—Bromley, Kent. Rav. 3456. [0235/R]

NEW CARS FOR SALE

TRIUMPH
BERKELEY SQUARE HOUSE GARAGE, Ltd.
OFFER early delivery with service on the spot; day and night garage.
BERKELEY Sq., London, W.1. Gros. 4543. [0856/R]
REOWN; enquiries invited for early delivery.—Motourists (London), Ltd. 68 North Rd., Finchley Station N.2. Tudor 2301-2. [N9018]
PRIDE & CLARKE, Ltd.—Immediate delivery Triumph Renown at new reduced prices; exchange, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. [0741/R]
IMMEDIATE delivery Triumph Renown saloon. Best price.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1067]
C. A. PETO, Ltd. offer immediate delivery of new Triumph Renown, grey, full equipment; list price £1,136/11/8.—42, North Audley St., W.1. May. 3051.
1953 Triumph Renown saloon, black, hard top, leather, including latest built-in H.M.V. push-button radio, heater, over-riders; immediate delivery ex stock at the new reduced price, £1,136/11/8, ex works; part exchanges and easy payments.
McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1908. Tel. Wallington 5404. [N3020]

TRIUMPH
LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston. Tel. Kin. 5151-4. [0895/R]
VAUXHALL
VAUXHALL cars—Shaw & Kilburn, Ltd., Showrooms:—4, Berkeley Sq., W.1. Grosvenor 4528. [0856/R]
4 PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R]
KJ MOTORS, Ltd., main dealers for Bromley, Orpington and district.—Bromley, Kent. Ray. 3456. [0021/R]
VOLKSWAGEN
V. W. MOTORS, Ltd.
SOLE concessionaires Great Britain and Northern Ireland, Byron House, 7-9, St. James's St., London, S.W.1. Whi. 9501. [0648/R]
COLBORNE GARAGE, Ltd., Ripley, Surrey.
BUY your new Volkswagen from the original specialists and main dealers; full service facilities.—Tel. Ripley 2561. [0017/R]

VOLKSWAGEN
WILLIAM ARNOLD, Ltd.
VOLKSWAGEN distributors for S. Lancs, Cheshire and N. Wales.
SALES, repairs, service.
ENQUIRIES invited for retail agencies. Demonstration car available.
UPPER Brook St., Manchester, 13. Tel. Ardwick 4561-7. [0519/R]
WOLSELEY
EW
EUSTACE WATKINS, Ltd., sole London distributors, early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair) 5951. [N4046]
MISCELLANEOUS CARS
A.L.I. particulars of the new Hummer, Hillman and Sunbeam-Talbot cars are available from the distributors, Routes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 5401. [0012/R]
MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd., 61a, 8900. [0175/R]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE
SYNCHRO
VAUXHALL self-drive 1950-1953 Vauxhall, Velox, heater, costs £2 (1953 U.S.) per week, small mileage charge; alternative rates: radio, A.A., R.A.C., Continental touring; overseas visitors welcomed.—Synchro Garages, Ltd., 1, Petersham Mews, S.W.7. Western 4108. [0636/R]
WM
WELBECK MOTORS, Ltd.
FOR far the finest self-drive or chauffeur-driven car hire get in touch with Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 3991 (6 lines). [M4048/R]
MANCHESTER.—Drive yourself 1953 saloons; overseas visitors specially catered for.
LOWEST rates in the trade, delivery anywhere in England.
SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1957. [0646/R]
FORD Zephyr and Prefect saloons; self- and chauffeur-driven; cheap unlimited mileage rates.
GEE CAR, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363. [0091/R]
SLUGH CAR HIRE.—A40 saloons, drive yourself.—Rm. 36, Macknade St., Tel. Slough 50501. [0132/R]
YORKSHIRE.—Drive Yourself (Hull), Ltd.—A30, Minor, Oulton.—365, Anlaby Rd., Hull. [3787]
IVOR HILL, Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim. 5696. [0350/R]
IRELAND: self drive.—Ryan's, Dept. A, 35, Upper O'Connell St., Dublin; 7, Crofton Ave., Dunloughaire. [6281]
IRISH touring, hire it and drive it, the Morris Oxford and Minor.—Sheilbourne Motor Co., Ltd., 20, Kildare St., Dublin. [1532]
AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Coddington Mews, W.1. Park 9664/5. [0466/R]
LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lomax (Vic. 7771-2). Dolphin Square, S.W.1. [0042/R]
SELF-DRIVE hire, inclusive terms. 1952 saloons.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [0458/R]
SELF-DRIVE post-war Morris Austin A40, Morris Minor, Rons, Ltd., 3, Chummet Rd., Peckham, S.E.15. New Cross 2105. [N9064]
HAROLD R. WILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4030. [0551/R]
WIMBLEDON CAR HIRE.—Self-drive specialists: 1951 and 52 Austin A40s and A70s from £2 a day.—Mansel Rd., S.W.19. Wim. 5854. [0811/R]
A40 £10 p.w., 300 free miles; excess 6d per mile.—Truman's Garage, Arthur Court, Queensway, Bayswater, W.2. Bay. 6415. [0686/R]
MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.25. (For. 2432). [0879/R]
24 Hours from 25/-; also new Zephyrs, Consul, Oxford, Somersets, etc.; request tariff.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Pad. 2646/601. [0018/R]
EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered.—Bri. 5552. 290, Milkwood Rd., Heme Hill, S.E.24. [0824/R]
DRIVE-YOURSELF hire, post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 28, Upper High St., Epsom 9400. [M2001]
SELF-DRIVE.—Coming on leave, visiting Britain's keenest rates, reduced charges extended periods: 50 latest models.—Homes & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087/8. [0091/R]
NEW cars in perfect condition; self-drive from £1 per day and 6d per mile, including petrol, oil and insurance; minimum mileage over 60 miles per day; overseas visitors receive special attention.
WILSON'S CAR HIRE SERVICES, Ltd., 84, Acre Lane, S.W.2 (Tel. Brixton 4011) and at 1, Dorking Rd., Epsom (Tel. Epsom 5901). [0802/R]
CAR HIRE (MAYFAIR), Ltd. for Rolls-Royce and Austin dependability, chauffeur-driven, 1951-52 A40s and A70s to drive yourself, competitive rates.—12, Bourdon St. Berkeley Sq., W.1. Mayfair 8889. [0064/R]

CARS FOR HIRE
1953 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightbridge, S.W.1. Tel. Ken. 6426 and Reg. 6259 (Garage). [0856/R]
POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors; chauffeur-driven saloons available, airports, stations, etc.—O.P. (Batham), Ltd., 26, Batham Hill, S.W.12. 100 vds Clapham South Tube. Bath. 1107-8-9. [M2024/R]
SUSSEX MOTORS.—Self-drive or chauffeur-driven: 1953-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5506 and Amb. 5025. [0588/R]
DRIVE YOURSELF HIRE CO. (LONDON), Ltd. now 20/- per day, 50 free miles, business and pleasure, tariff on request.—336, Seven Sisters Rd., Finsbury Park, N.4. Can. 1151; 20, Grosvenor Place, Victoria, S.W.1, and 336, King's Rd., Chelsea, S.W.3. Sio. 9846. [0507/R]
OVERSEAS visitors; a fleet of 1952-53 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12, Drivehyre stations throughout Britain. Also available for home market. [0011/R]
COLLOMS cars for self-drive: 1951 Austin A40s and A70s, Humber Hawks, Vanguards and Austin 16s from 16s per week, no mileage charge or extras; chauffeur-driven cars always available.—Garage and sales, 290-300, Lanark Rd., W.9. Tel. Maida Vale 5154. 851-2. [0055/R]
LUXURY travel at low cost in Britain and Europe. 150 new Jaguars, Austins, Fords, from £2 a day for 70 miles, then 3d a mile, or 70/- a day unlimited mileage. H.M.V. radion heaters roof racks, sun roofs, air conditioners recommended A.A. and R.A.C. Drivers, 8/9, Logan Place, Kensington W.8. Fre. 6000; or 215, Brompton Rd., S.W.3. Ken. 1108. [0401/R]
HIRE a car as private as your own from Victor Car Britain, the Car Hire Specialist, and drive away in a 1953 model from London's most convenient location; no extras; rates include all petrol and 4 or 5 can ride for the cost of one; from £1 a day or £6 a week, and 2d a mile; 24-hour service; reserve your car now. Victor Britain, Ltd., 11, Great Cumberland Place, Marble Arch, W.1. Ambassador 2814. [0852/R]
DAY AND NIGHT SERVICE
A.O. (Always open), M.S. (Not Sunday).
ASHFORD, Mdx.—Erbert & Mills, Ltd., Church Rd., R.A.C. & A.A. reprs. Tel. 2676, 2960. A.O. [0222/R]
BRADFORD, Yorks.—Eric S. Myers, Ltd. No worry Depots, Drill Parade, Belle Vue, Bradford 2558. [0770/R]
MANCHESTER, 3, City Centre.—Williams Motor Co., Ltd., 1-15, Trafford St. Always open for garage, petrol and complete breakdown and accident service. [0769/R]
PIRIBRIGHT (near Guildford/Woking), Surrey.—Clarke's of Pirbright, Brookwood 2201/2. A.O. [0221/R]
EXCHANGE
RAYMOND WAY.
RAYMOND WAY, of Kilburn.
RAYMOND WAY, the exchange specialists
YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.
RAYMOND WAY, Canterbury Rd., Kilburn N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [0551/R]
ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.
R. and confidential: immediate delivery in approved cases; references and guarantors not essential; cash refunded on exchanges, open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube) Hampstead 6041. [M4018/R]
RON MCKENZIE invites you to his Motor Cycle & Car Exchange Centre at 161, Chester Rd., Stretford, 2 miles Sth. Manchester, open to 6 p.m. and week-ends; terms if required. [0025]
42FT reg. yacht Manya, handed twin screw, pneumatic selector control of gears, 15 knots ketch rig, value £5,350, or exchange smaller boat and cash or post-war Bentley car.—Lewis Motors, Gerrards Cross 5777. [9058]
EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 months.—Pride & Clarke Ltd., Brookwell Rd., S.W.9. Brixton 6251. [0036/R]

CAR RADIO
RADIOMOBILE accredited dealers, qualified mechanics are always available for car radio repairs.
NORMAND, Ltd., 405-9, King St., W.8. May. 5665. [0166/R]
MOTOROLA, world's finest motor radio; sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0149/R]
A.L.I. types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1957. [0162/R]
SPINKS (TWICKENHAM), Ltd., 85-101, Heath Rd., Twickenham, Tel. Popesgrove 1055-6-7. Accredited Radiomobile station, expert installations and service; trade and retail all makes available. [0118/R]
COACHBUILDERS AND BODIES
COOPER MOTOR BODIES, 255, Putney Bridge Rd. OUR stocks of bodies are considerable and varied. Rolls, Bentley, Daimler, etc., building repairs alterations a specialty; enquiries invited; bodies bought.—Putney 7346. [0034/R]
GROU & Co. (COACHBUILDERS), Ltd., 2, Impey Rd., Hammersmith, Riverside 1048.—All types of coachwork. [0509/R]
RONALD KENT (COACHBUILDERS), Ltd., Coal-shed Rd., Shepherds Bush 2251. See display advt. on page 15. [0673/R]
TICKFORD, Ltd., Coachbuilders, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5558. Repairs executed of every description. [M4029]
JACK BARCLAY Coachbuilding Works can undertake all classes of repair work at their Merton Factory, Lombard Rd., S.W.19. Liberty 7222 7/8. [M4060]
W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, reconditioning, trimming and conversions; special facilities for overseas visitors.—Mortlake Rd., Kew, Ric. 5655. [0546/R]
CLEARANCE bargains, 40in deep pile car carpet rubber backed, various colours, 52/6 yd.; remnants 54in heavy velour head linings, lawn or grey, 3/6 yd.; coloured hoodings, mohair nylon, etc., 54in 22/6 yd.; 72in 27/4 yd.; polished rear lights, 2/6 each; Vynal leather cloth 50in, 10/- yd.; over 200 headlinings, mouldings, trimmings, perspex fittings, etc.; everything for your own repairs, for new 20-page price list with practical hints and tips, send P.O. 2/- and a stamp.—Wings, 195, High St., West Wickham, Kent. [M4061]
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DIRECTORSHIP offered in medium sized motor organization composed of showrooms, coachworks and service garage; applicant should have experience of one of the above branches, capital required £5-£5,000.—Box 0545. [0836]
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YELLOW headlamp bulbs for Continental driving available for most makes.—Beverly Motors, Alric Ave., New Malden, Malden 4405. [1528]
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R. & J. PARK, Ltd., 145/5, Fenchurch St., E.C.3. Mansion House 3065, Packing Works: Dominion Works, Chiswick, W.4. Chiswick 7761. Special shippers to the motor trade.
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COSE & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath 18 minutes Norbury Station. (10280/R)

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BARKER'S MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. (10625/R)

ZENITH replacement carburettors and spares, official Zenith service station.—Milestone's Service Garage, Ltd., 308, Erith Rd., Bexleyheath. Frith 2469, 10572/R

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WOOL pile and rubber carpets tailored to fit your car.—Jack Barclay Service Works, Lombard Rd., S.W.19. Liberty 7222/7. (M1082/R)

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REPAIRED without distortion by electrodeposition at 60° Fahr.; no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C.—Plesantveld, 44, Lottie St., S.E.16. Bermondsey 1486. (10020/R)

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LET us re-bore your car on your own premises, supply pistons any distance.—Phasey & Sons, 43a, Brookhill Rd., Woolwich, S.E.18. Woo. 4657/6866. (0783/R)

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SILVERTOP aluminium R.C. cylinder heads give maximum performance attainable from Premium fuel, winning many races and rallies for users; for Morris & 25, Ford 8 and 10 (Spigot dynamo) £8, piston £8/15, Hillman Minx 34/55, Talbot 10 cv £10.—Derrington, 159-161, London Rd., Kingston 5621-3. (M1071/R)

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DIESEL conversions English and American cars, fitted with Perkins diesel engines, full particulars on application.

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IN stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 35hp, Canadian and Mercury new Ford 8hp, 10hp and V.8 50hp engines, exchange Ford 10hp, 12hp Hillman 8hp and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con rods exchanged; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. (10006/R)

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B. & H. MOTORS, Signella Corner, South Mimms, Herts. Tel. South Mimms 2231-2. (M1020/R)

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R. J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Uplands 5637. (10718/R)

RECONDITIONED guaranteed exchange engines for Austin, Hillman, Morris, Standard, Vauxhall and Wolsley; any make of engine reconditioned; prompt delivery.—Edwards Engineering Co., Ltd., Great West Rd., Brentford, Chiswick 7751-2-3-4. (10196/R)

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BLACKBIRD HILL GARAGE, Ltd., stock reconditioned engine for Austin Big Seven, 8hp, 10hp, 12hp, 14hp, 16hp, A40 and Commercial; Morris 8hp, 12hp and 10cv vans; Standard 8hp; your old engine taken in exchange; please quote car numbers.

BLACKBIRD HILL GARAGE, Ltd., Kingsbury N.W.9. Colindale 6134-5-8. (10657/R)

GUARANTEED reconditioned replacement engines: Austin 8-10, £18/10; Morris 8, Standard 8, Austin 8, £22/10; Hillman 10, Austin 10, £40; Vauxhall 10 and 12-4, £27/10; Ford 22, 30, 32, £40; Vauxhall Velox, £42/10.—J. G. Rutherford & Co., Ltd., Eastern Avenue, Ford, Tel. 2252/2332. (10056/R)

EXCHANGE engine service to the trade: Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed; exchange and outright sale.—Capital Garage & Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 1752. (10274/R)

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MINIATURE compressor as supplied to car and cycle manufacturers, now generally available for home use.—Leathers from Alverton Engineering Co., Ltd., Cophall House, Cophall Ave., E.C.2. (10963/R)

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19/6—Steering nuts for all types of cars including the following from 19/6; Ford, Hillman, Singer Standard, Rover, etc.; steering boxes reconditioned.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. (10744/R)

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RECONDITIONED gear boxes offered on our exchange plan for practically all makes of cars, tested before despatch; stock models, Ford, Morris, Austin, Standard, Vauxhall and Bedford range (14 DX, 14 JCV); in cases where no service box is available we can probably recondition or repair your gear box; send it to us for free estimate.

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TV without mains.—Absolutely first-class picture plus sound for lighting as supplied to the B.B.C.; special A.C./D.C. Chubbok generators, self-starter, compact and complete AC 220/250 volt 50/60 cycles, 250/500 watts, A.V.C., will run radios, vacuum cleaners, small tools, etc.; £47/10 plus 10/- delivery.—Belov, (10717/6/R)

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SPORT racing and obsolete-type pistons to your specification with delivery in 7-10 days, in fully heat-treated "Y" and Lo-Knox type, a high-class product. Also the pistons with a future—B. & C. Pearson, Wilson Works, Warwick Rd., Knowle, Birmingham. Knowle 2102. [0616]

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GALLAY, Ltd. give immediate service in repairs and rebuilding of radiators, oil coolers, fuel tanks and wings, etc.
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GALLAY, Ltd., give immediate service.—Please send enquiries to 105-109, Scrubbs Lane, Willenden, London, N.W.10. Lad 5644. [0558/R]

JOHN LANCASTER RADIATOR, Ltd., Head Office: 1, Lower John St., London, W.1 (Gerard 2732-3). Eight branches covering South England. [0558/R]

MATTHEWS RADIATOR & BODY WORKS, 450, Old Kent Rd., E.1. Bermondsey 1377. Repairs of every description. [0640/R]

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B. BARIMAN for scientific welding repairs under Bariman money back guarantee.
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C. W. N specialise in reconditioning the following cars:—
CITROEN, Delage, Delahaye, Hotchkiss, Peugeot, Renault, Bugatti, Panhard.
LL work done by French and Italian specialists.
A perfect job at right price.—Kenauos, Kensington 9955. [M2406/R]

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QUICK and efficient repairs, rebores, silencers and springs repaired, drums skimmed, crash specialists, panel beating, rechroming, trimming, re-chroming.—Combe Rd., New Malden, Surrey. Mat 3232-5. [0459/R]

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REPAIRS of every description, insurance work a speciality. Trade enquiries invited. General cleaning, reconditioning and trimming under personal supervision.
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SOLID drawn, exhaust and flexible steel tubes, steel bars, light alloys, from stockists.—C. B. Harbour, Ltd., 8, Lion Gate, Great West Rd., Uxbridge, Middx. Tel. Hou. 6511. [0409/R]

ACCIDENT repairs of every description carried out; insurance work a speciality, panel beating, welding, reconditioning, trimming.—Jack Barclay Service Works, Lombard Rd., S.W.19. Liberty 7223/7. [M1082]

CRACKED cylinder blocks repaired by low-temperature process, no pre-heating or dismantling; also several cylinder blocks for sale.—Sanders & Co., Ltd., Victoria Rd., Hendon, N.W.4. Hendon 1286. [0122/R]

UNBRIDGE.—Gregory's of Unbridge, Ltd., are pleased to inform all their friends that they can undertake any repairs to any car, large stock of Vauxhall spares always carried.—Unbridge 707, Maidenhead 707. High Wycombe 2351. [0702/R]

GALLAY, Ltd., can give immediate service in the repair and rebuilding of motor radiators, petrol tanks, wings, etc.; chromium plating also carried out. Please send enquiries to Messrs. Gallay, Ltd., 105-109, Scrubbs Lane, Willenden, N.W.10. Ladbrooke 5644. [0857/R]

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U.S. CONCESSIONAIRES, Ltd., offer a complete prompt and satisfactory service for repairs and overhauls of every description at competitive prices to all makes of cars and commercial vehicles.—U.S. Concessionaires, Ltd., Pontiac Works, Fernbank Rd., Ascot (Winkfield Rd. 24-4); and 5, Jubilee Place, Chelsea (Fitzman 7753-5). [0615/R]

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ROOF racks for hire, anywhere, any period.—405, King's Rd., S.W.5. Remover 4455.
PORTAGRID telescopic roof rack, one model fits any car, 87/6.—Parr Equipment Co., Ltd., 20, Avonmore Rd., W.14 (opposite Olympia), Fulham 4211. [8114]

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CHROMIUM-PLATED tubular steel luggage carriers, as supplied to leading manufacturers for M.G. 2-air, to T.A., 87/5; T.C. and T.D., 48; Jaguar XK120, rear panel or boot lid, 87/10; Morgan 4/4, Jowett Jupiter, 24/18/6; other models available, folding steel rear grids, for Morris 8, Ford 8, 10, 45/-; Mini, Morris 10 series I and II, 48/-; postage 2/6; roof racks 64/19/6, adjustable 25/19/6; for hire, 12/6 per week.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071]

SAFETY GLASS

TRIPLEX.
EXPRESS REPLACEMENT SERVICE—wholesale and retail.
LONDON, Newton's (Kensington), Glass Merchants, 265 Old Brompton Rd., S.W.5. Tel. Fremantle 9412.

WATFORD: Balmer's Glass Merchants, Derby Rd., Watford, Tel. Watford 4369.
SOUTHEND: Smith's Glass Merchants, 623-4, London Rd., Westcliff-on-Sea, Tel. Southend 46248.
ALL the above are official Tripdex stockists. [0835/R]

D. W. PRICE.
FIT while you wait.—Neasden Lane, N.W.10. (Gla. 7811); 26, New Cross Rd., New Cross 3636; 56, Port Parade, Enfield 3170; Tancroft St., Taunton 2993. [0019/R]

TRIPLEX.—"While you wait" replacements.—British Steel Frame Co., Ltd., Bishopsgate 9611-3. See "Windscreens." [0142/R]

SHOCK ABSORBERS

A. ARMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars. New exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or
MAIN DISTRIBUTORS:—
LONDON and the South of England.

PARR EQUIPMENT CO., Ltd., 2, Avonmore Rd., W.14 (opposite Olympia), Fulham 4211 (3 lines).
BIRMINGHAM, West Midlands and Central Wales:—
MARLER & PARTNERS, Ltd., Fox Hollies Garage, Acocks Green 0901.
EAST Midlands, Eastern Counties and South Yorks:—
DICKENS (SHOCK ABSORBERS), Ltd., Bullivant St., Alfred St. Central Nottingham. Nottingham 46507-4. See
NORTH-WEST England:—

BRACEGIRDLE MOTORS, Ltd., Brook's Bar, Manchester, 15, Moss Side 2245-6.
JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. Tel. No. Douglas 0638.
SPECIAL telescopic conversion for Austin Cambridge; 45/- per unit complete. [0496/R]

JOHN A. SPARKS & Co., the
GIRLING-LUVAX largest distributors; complete new assemblies on exchange basis immediately.
JOHN A. SPARKS & Co., Girling Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434. [0356/R]

TELEFLO telescopic dampers are the latest advancement in suspension control.
EFFICIENT control maintained at low and high speeds.
LEVELS out the bad roads providing extra comfort.
ABRICATION and frothing troubles eliminated by exclusive patent.
FUNCTION at any angle owing to its independence to gravity problems.
LONGER life due to increased area of body.

RETAINED from main distributors for South London, Kent, East Surrey and Sussex.
ROBIN HOOD GARAGE (ANLEY), Ltd., Croydon Rd., Anerley, S.E.20. Syd. 7066-7. [0078/R]

KJ MOTORS, Ltd., Girling-Luvax distributors, replacement damper service.—Bromley, Kent, Rav 3456. [0288/R]

32/6—Exchange reconditioned shock absorbers.—3280/3769.
THE London main distributors for "Rotoflo" shock absorbers in East and West areas are Messrs. Shock Absorber Service.
EAST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amber 6485 and 6644.
WEST London Depot, 354, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251.

WE are equipped to give "over-the-counter" service which includes complete rebuilding of your linkage, for dampers to fit most cars.
PORT and rail orders are dispatched within one hour of receipt of your order.
WE specialise in supplying dampers and special link-ages for foreign and "non-standard" cars; full discount to the trade. [0156/R]

RECONDITIONED shock absorbers, exchange service, R all popular types, 32/6 each; lists free.—Young's, 30/32, Tooting Bec Rd., London, S.W.17. Balham 7791. [0427/R]

ALL types, Eastern Counties largest stockists, Armstrong, Girling, Luvax, Newton, etc., makers' units.—Prentice Aircraft & Cars, Ltd., Ipswich, Suffolk 77265-6. [5143]

SHOCK ABSORBERS

ARMSTRONG and all other makes reconditioned shock absorbers supplied, American and Continental, private and trade supplied.—Rickmanworth Suspension, Monmouth Garage, Rickmanworth 3631-2-3. [0695/R]

GIRLING, Luvax, Armstrong and Woodhead-Monroe shock absorbers, immediate delivery all types; genuine makers' parts only; trade enquiries invited.—The Headingly Motor & Engineer's Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. Leeds 52637/8. [0634/R]

NEWTON shock absorbers, pioneers of tubular "hydraulic suspension control, conversion kits available, M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford.—University Motors, Ltd., Newton Distributors, 7, Herford St., London, W.1. Gros. 4141. [0250/R]

SCOTLAND.—Armstrong, Girling, Luvax, Newton, Woodhead-Monroe, contact the leading stockists for shock absorber service.—In the East, Inglis Automobiles, Ltd., 64-76, Pitt St., Edinburgh 3. Tel. 26587. In the West, James H. Galt, Ltd., 71-73, Dobbies Loan, Glasgow, C.A. Tel. Douglas 4137. [0550/R]

BRITISH, American, Continental, reconditioned guard-ant shock absorbers (and suspensions); immediate exchange Vauxhall, Levas, Girling, Armstrong, Ford, B.M.W., etc.; competitive prices; trade discount.—Flosaire Agents, "Woodhead-Monroe" stockists, Tarrant & Pinner, Ltd., 10, Winchester Mews, N.W.3. Primrose 6159. [0204/R]

SPEEDOMETERS

RICHFIELD.
SPEEDOMETER repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service, immediate replacement for most types, others within 48 hours; any make handled by our fully qualified staff; all repairs guaranteed.—See below.

SPEEDOMETER cables.—20,000 in stock, any make or type; state year, make and h.p.; all cables guaranteed.—
THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines). Established 1938. [10070/R]

SPEEDOMETER SUPPLY CO., Ltd., 54, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 2700. [0165/R]

PRIDE & CLARKE, Ltd..—All spares in stock, speedometer heads repaired and set to zero from 15/-; quick service and quotations.—Stockwell Rd., S.W.9. [0742/R]

AUTO TEMPO Meter Co., Ltd., Speedometer Specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables; all instruments guaranteed six months, established 35 years.—140-2, King's Cross Rd., London, W.C.1. Terminus 0633-4. [0346/R]

SPRINGS

LARGE stocks of road springs for all popular vehicles and prices.—Wilham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0312/R]

WEST LONDON REPAIR CO., Ltd., Wim. 6316/7. —Repaired or manufactured, all springs tested for static load and rate of def.—See, High St., Wimbeldon. [0251/R]

STEERING WHEELS

RIGID and spring types sold; manufactured.—10, Winchester Mews, N.W.3. Fri. 6159. [0170]

SUPERCHARGERS

CARBURETTORS, Ltd., manufacturers of the
ARNOTT low-pressure supercharger, can give early delivery of installations for M.G., Morris, Minor, Oxford, Austin A40; all Fords; Riley 14-16; Standard; Triumphs; Citroens; Hillman; Bristol; Humber; Sunbeam-Talbot; Wolseley 6-80 and other cars.
CARBURETTORS, Ltd., Grange Rd., N.W.10. Tel. Willesden 5501. [01177/R]

MARSHALL-NORDEO low-pressure supercharger installations guarantee outstanding acceleration, 100% increase in climbing and greater power with complete reliability; installations for Allard, Ford, M.G., Morris, Triumph, Vanguard, etc., for home and export orders, original cost £60 complete.
NORTH DOWNS ENGINEERING CO., Westway, Caterham 3365. [0755/R]

TYRES AND TUBES

SHARMANS.
SHARMANS TYRE SERVICE for deep tread, guaranteed remoulds.
PLEASE write or 'phone for prices of new and remoulded covers; delivery from stock by first passenger train.—Sharmans, Leamard Rd., Maiden Vale, London, W.9. Cunningham 7521-2. [0649/R]

MARBLE ARCH.
EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.
MARBLE ARCH MOTOR SUPPLIES, Ltd., 286, Camberwell Rd., S.E.5. Tel. Rodney 2181. And branches. [M3002/R]

TYRES!!! Tyres!!! Tyres!!!
10000 tyres in stock, every size and make, new remould, etc.; please write or phone your tyre enquiries to:
H. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing.—89-97, Stockwell Rd., London, S.W.9. Tel. Rodney 2026 (2 lines). [0150/R]

TYRES—Tyres—Tyres.
MAKE the road safer, tyres are expensive, protect your own life and the lives of others by having good tyres, we will sell on easy payment if so desired.
CLEVELAND'S GARAGE, Felkinstowe Rd., Ipswich. Tel. Ipswich 77328. [0565/R]

PRIDE & CLARKE, Ltd., for ex-Government and remould 15% bargains; quotations by return; state size required.—Stockwell Rd., S.W.9. Brixton 6251. [0738/R]

BULL'S.—A tyre for every job, prices reduced, new remoulds, ca. or let us quote, let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R]

TYRES and tubes (used and remoulded): all 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in; also beaded and obsolete tyres; all commercial ex-W.D., tractor and farming sizes available.—Cook, 699, Stapleton Rd., Kesteven, Bristol. [0887/R]

PARTS AND ACCESSORIES, REPAIRERS, ETC.

TYRES AND TUBES

TYRES—New, slightly used and rebuilt in all car, lorry, tractor and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wirer: Goswell, North, London. (0907/R)

TYRES, sound, part used, car sizes, 350 to 500, 33/-; 525 to 600, 39/-; 625 and over, 45/-; carriage included; quotations for lorry and other sizes per return; money refunded if tyres returned unused in seven days; cash or P.O. with order to Jaynes Tyre Co. (Dept. A.C.). 68-72, North Wharf Rd., London, W.2. (0163/R)

EXCHANGE your worn tyres for 1st-grade rebuilds. 500x14, 48/6; 500x16, 50/6; 550x16, 59/6; 600x16, 69/-; 450x17, 49/6; 475/500x17, 55/6; 450x18, 50/6; 475/500x18, 59/6; 550x18, 65/6; 450x19, 52/6; 500x19, 60/6; all other sizes, new and rebuild, new tubes from 19/6. Immediate fitting, open 8.30 a.m. to 6 p.m. on Thursdays and Saturdays. N. Yates & Co., 1454, High Rd., Whetstone, London, N.20. Hillside 7817. (7553)

TYRES AND TUBES

VETERAN beaded-edge tyres, new or used.—Welham, 5, Burlington Hill Rd., Burlington, Elmbridge. (0595/R)

TYRES WANTED
CASH for your old car or motor cycle tyres. If suitable for remoulding, please send them plainly labelled and we will send cash by return; up to 500in section 10/- each, 5.25 to 7.00 15/- each.—Bradberry Motors, Ltd., Twickenham Rd., Haverhill, Middlesex. (0607)

PLEASE send us your sound covers fit for remoulding, up to 5.00in section, 10/- each; 5.25 to 7.00in, 15/- each; cash despatched within 24 hours of approval, please label plainly.—Sharnham's Tyre Service, Lambs Rd., Maids Vale, London, W.9. Cunningham 7321-2. (0675/R)

WHEELS, DISCS, ETC.

WHEELS (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—Cook 589, Stapleton Rd., Eastville, Bristol. (0988/R)

WEST LONDON REPAIR CO., Ltd., Wilm. 6316/7.—Wire wheels repaired, converted, respined, re-moulded. Enal clean wheels repaired, retread—50s. High St., Wimbledon. (0683/R)

CLARE'S MOTOR WORKS—Large stock wheels, wire Easy Clean and Artillery, rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. (0628/R)

WINDSCREENS
AUSTIN 7, 1932-34, 4.5; Ford 8/10, 4.5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. (0258/R)

BRITISH STEEL FRAME CO., Ltd., 205, Cambridge Heath Rd., E.2. manufacture sports and special windcreens, Ford, Austin 7, fixed and sliding windows for utilities. Bishopgate 9611-3. (0908/R)

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

GARAGE, Leamington, nice house, good profits; freehold, £5,250.—J. A. Leyborne Park, Ken. (0637)

GARAGE for sale in Eire, complete with full equipment, passed and approved by S.M.T.A.—Box 0576. (8109)

FREEHOLD, country garage, filling station and car hire business, E. Sussex, for sale, s.a.e.—Box 0566. (8094)

OPPORTUNITY for someone to join advertiser in acquiring a garage and filling station, one site to take charge of repair service preferred.—Box 0522. (8242)

MESRS. GLADDING SON & WING, chartered surveyors, auctioneers, valuers, 5-11, Pavillion Buildings, Brighton (Tel. 23234), offer the following:—
DERBY—Modern main road garage and filling station with excellent detached modern bungalow, petrol sales for year ended April, 1953, 56,000 gallons; freehold, goodwill and equipment, £15,500, s.a.v. (M2021A)

WARWICK—Main road filling station and garage, no accommodation, petrol sales between 550,000 and 400,000 p.a.; freehold £10,500. (M2021A)

FURTHER particulars of above and other garages available from Gladding Son & Wing as above.

£3500—S.A.V. exceptional garage/filling station with good repair business, 3 pumps, 40,000 gals annually, excellent situation South Midlands.—Edwards, 22, Hampstead High St., London, N.W.3. (8264)

ESSEX—For sale, £7,000, old-established auto marine and general business, business, best position in town, fully equipped machine shop, three pumps, house adjoining; freehold, if preferred lease with option.—Box 0287. (7852)

ALDRIDGE (Est. 1755), Auctioneers and Estate Agents, have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties. (M2021A)

CAMBRIDGE, outskirts main road garage and filling station, modern workshops and offices, approx. 8,000 sq ft, large site, 5 pumps, comprehensive equipment, stores, etc., freehold. (M2021A)

ENQUIRE to Estate Department, William Rd., N.W.1. Box 2352. (M1004)

GOY & RICEARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 35, High St., N.W.3. Tel. Hampstead 8090. (0546/R)

GODDARD & SMITH will be pleased to forward particulars of garages and filling stations in all parts of the British Isles under receipt of enquiries to Garage Dept., 22, High St., St. James's, S.W.1. Tel. Whitehall 2721 (10 lines). (0290)

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts; details upon application, stating requirements, to—39, New Rd., Richmond, Surrey Tel. Ric 2351-2-3. (M1047)

CARDIFF—Old established motor business show-rooms, well equipped workshops, new car sales, petrol repairs, good living accommodation, goodwill, stock, plant, valuation about £9,000 to £12,000; long lease, rent £675 p.a., accountant's figures; only genuine enquiries please.—Box 0514. (8067)

FILLING station garage, mn. London road, outskirts Berks country town; frontage 109ft, depth 90ft; 5 electric pumps under cover, 2 garages, workshop, etc.; 1/6 £50,000 p.a.; petrol sales 110,000 galls.; pres. hds. 36 yrs., retiring; easy hours; £11,500 freehold, s.a.v. Lanaley, 53, Friar St., Reading. (Tel. 4632.) (8151)

GARAGE with good living accommodation, showroom, offices, large workshop fully equipped, 2 petrol pumps, centre of market town in Midlands; very good agencies; regular petrol sales exceed 500 galls. per week; owner retiring; goodwill, plant, fixtures and fittings, £8,000 plus s.a.v.; purchase of property optional; principals only apply.—Sharnham & Fielding, Auctioneers, 1, Chancery Lane, Leicester. (0506)

FREEHOLD motor business, N.W. London, 3 1/2 mls. from Charing X; est. over 30 yrs.; 100ft frontage, busy main rd., forecourt, 5 elec. pumps, garage 15 cars, showroom, office, stores workshop, large open space adjoining for car parking; premises recently rebuilt and reconditioned throughout; excellent position for car sales, repairs, petrol, accessories, etc.; the whole of the equipment and stock included; owners retiring for business.—Apply Box 0169. (7558)

Business & Property Wanted

GARAGE/Filling Station within 80 miles London, up to £5,000, s.a.v. welcome.—Box 0586. (8101)

WANTED, country garage, good petrol sales, Cheshire or West Lancs; room expansion.—Box 0428. (8235)

REQUIRED, filling station, any area except London, preferably over 1,500 s.p.v.; neglected business considered.—Box 0469. (8124)

WANTED, small filling station with accommodation any district North or South of Southern Scotland.—Couzens, 64, Chester St., Newcastle-upon-Tyne. (0626)

Business and Property Wanted

OXFORD, Glos. West Midlands or thereabouts: wanted immediately for active buyer useful garage business with accommodation; must be good road.—Edwards, 22, Hampstead High St., London, N.W.3. (8265)

GARAGES and filling stations in London, Home and Southern Counties, well suited with good petrol sales, required for numerous applicants.—Paris, please to Aldridge, Estate Department, William Rd., N.W.1. Box 2352. (W1004)

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 16-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1952.

EXPERIENCED salesman required by used car depot, Ealing area, good education, appearance and record essential.—Box 364. (C260)

VAUXHALL Bedford parts man required.—Apply in person or in writing, to G.N., Ltd., 300, Balham High Rd., London, S.W.17. (8127)

STORES assistants required by main Ford dealers, one required to take charge of spare parts sales van, excellent prospects.—Apply by letter to—
J. BROWN, Ltd., 539, Finchley Rd., N.W.3. (M1025)

COMMERCIAL vehicle salesman, Bedford experience essential, wanted for South Coast vehicle stockists.—Write giving sales performance details to Box 0293. (7900)

SALESMAN, junior, required for Ford main distributor, apply in writing to—Sales Manager, Lamberts of Kingston, Ltd., 140a, London Rd., Kingston-on-Thames, Surrey. (8074)

BEDFORD commercial vehicle and Vauxhall salesmen required.—Write, giving fullest particulars, to Sales Director, G.N., Ltd., 278-300, Balham High Rd., London, S.W.17. (8128)

VANDERVELLS of Hampstead have vacancies for skilled mechanics and lubrication bay operator.—Apply, works manager, 215, Haverstock Hill, Belsize Park (Dubel), N.W.1. Fri. 4.45. (M487)

JUNIOR salesman required by progressive motor firm, N.E. Hants, holding main agencies, pleasing personality essential, excellent prospects, basic salary with commission, apply by letter for interview to—Box 0342. (8073)

LEADING motor vehicle manufacturers require fully experienced truck salesman to operate initially in Europe; fluent French and German necessary; apply giving full details, age and photograph to—Box 0365. (8088)

LONDON distributors have a vacancy in the service station reception department; applicant must have had previous experience in interviewing customers and receiving cars, for repair work; write giving details and salary required to Box 0544. (8062)

DISESEL engine fitter wanted (leading hand), complete experience of Gardner-Lister-Ruston engines, medium-sized civil engineering firm with two other fitters; Southall, Middlesex, district; average weekly wage £12.5.—Reply to Box 0563. (8084)

SKELLODGE charge hand sprayer wanted, fully experienced, colour matching, lining and synthetic; only first-class man capable of controlling labour and seeing job through need apply.—Thornhill Coachworks, Ltd., 35, Clonsdale Rd., N.1. Ter. 7201. (8042)

OLD-ESTABLISHED Midlands distributors of several quality cars have vacancy for experienced sales executive; excellent prospects and assured promotion for suitable applicant displaying outstanding drive and ability.—Reply in confidence to Box 0560. (7554)

ESTABLISHED motor distributors in North-West for private and commercial vehicles require sales executive; applicant must have served engineering apprenticeship in retail section of trade and be over 30 years of age, with drive and ambition; exceptional prospects for promotion after satisfactory proof of abilities.—Full details, age, experience, salary, etc., in confidence to Box 0406. (8112)

SALES manager required by Midland manufacturer of automotive diesel engines, sole responsibility of introducing to motor manufacturers and allied industries an engine of new revolutionary design; technical knowledge is essential together with some previous experience in similar position; all applications treated in strictest confidence, when writing please give complete details of career.—Box 0562. (8079)

WELL known old established automobile component manufacturers are considering additional appointments to their outside sales staff to cover various parts of the country, and therefore require the services of several keen, energetic men, preferably with some technical knowledge, between the ages of 25 and 35; possession of car essential and only applicants with proved selling ability will be considered; remuneration by way of salary, commission and expenses; write fully, stating age, qualifications, previous experience and present earnings.—Box 0215. (7689)

SITUATIONS VACANT

SALES representative required preferably with experience and conversant with Ford cars and commercials.—Write giving details, W. J. Brown, Ltd., Ford Main Dealers, 539, Finchley Rd., N.W.3. (M1025)

SITUATIONS WANTED
YOUNG chartered accountant desires position of trust and responsibility in retail motor trade, reply in confidence to—Box 0529. (8086)

FORD dealerships.—Spare parts manager, wide experience, desires change, fully conversant all aspects well-known at plant.—Box 0426. (8254)

QUALIFIED automobile engineer and administrator, many years' experience, fully conversant with Rootes and Nuffield products, excellent references.—Box 0208. (7666)

YOUNG automobile engineer, extensive motor trade administrative service, sales experience in U.K., India, Far East, returning U.K. December, available early 1954.—Box 0430. (8241)

BOOKS, ETC.

HANDBOOKS of cars and motor cycles; also good assortment of maps at all Halfords Branches in England Scotland and Wales. (0005/R)

MOTOCARDS—4 miles to 1 inch, motoring map of Great Britain in sections on 13 cards, in weather-proof plastic case with transparent sides; 20/- net, plus 1/6 P.T., from all booksellers.—Edward Stanford, Ltd., 12-14, Long Acre, London, W.C.2. (8176)

HANDBOOKS—Cord, A Ford, Reo, Stanley, Volkswagens 7-7; Alvis, Armstrong, Fiat, Hillman, Jaguar, Morgan, Riley, Rover, Singer, Talbot, 8/9; Chevrolet, Diesels, American Ford, Ford, 10/6; Chrysler, 14-; M.G. Midget, 19/6; M.G. Manual (all models), 31/5; Austin, Ford, Jowett, Morris, Standard, Triumph, Vauxhall, Wolseley, 8/3; enquiries, stamp please, catalogue 350 motorist's books, 6d, mail order only.—Vivian Gray, Hursley, Basingstoke. (M2060)

"MOTOR Cycle Engines: Famous British Power Units Analyzed." First Series. In this book sixteen famous engines are examined by experts of "The Motor Cycle" Staff and the designers concerned, the mechanism of each engine being specially drawn so that even the most complicated can be readily understood. There are also drawings and facts about nine other engines. 3/6 net from all booksellers. 3/9 by post from Hife & Sons Ltd., Dorset House, Stamford St., London E.C.1.

HOTELS, GUEST HOUSES, ACCOMMODATION

BLAIRKPOOL—62, Burlington Rd. Board 14/6 B.B.; trailers, Burlington, special rate. (8143)

B & B, evening dinner, from 31st August.—Bibley, The Beacon, 10, Marine Parade, Paignton. (8141)

BOURNEMOUTH—Kenmore, 19, Wellington Rd. Board-residence, business, hot and cold all rooms; reasonable terms.—Tel. Bourne 0274. (7331)

CORSWALL—Penallick Private Hotel, Tintagel. Facing sea, near beaches; own produce; moderate rates. Vacancies September, Brochure.—Tel. 790. (7890)

LANCING, Sussex—Old Tithe Barn Guest House, Mill Road, for late summer holidays; comfort and good food. Under personal supervision of new owners.—Telephone 8125. (8923)

LAND'S END—Sennen Cove Hotel, Licensed, A.A.A., accommodates 80, sandy cove, safe bathing, unsurpassed sea views and rugged coastal scenery; excellent cuisine, 7/6s. weekly.—Sennen 275. (0659)

LONDON—23, Draycott Place, Bloomsbury Square, L.S.W.2. Numberland beds, h.c., central, 14/10 nightly with breakfast. Newly furnished.—Knightsbridge 1313. (7288)

DEVON—Superior farm-house accom., 3 miles Torquay and Paignton. Hourly bus passes gate. Interior spring beds, excel. food; 5/6s. adults, 3/6s. children under 12 years.—Martin, Compton Barton, Compton, Paignton, Devon. Kingscresswell 8110. (8146)

HOTEL Rever—Jersey's newest hotel—for the young in spirit. Fully lic., 100yds. from beach. Few vacs. Sept. Write, telegraph or phone for reservation; terms 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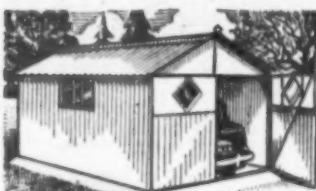
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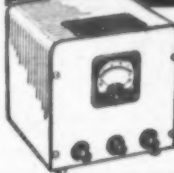


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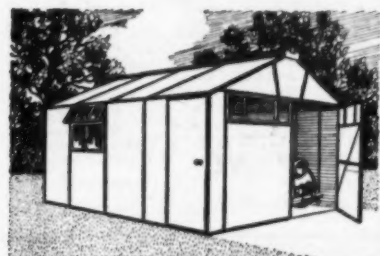
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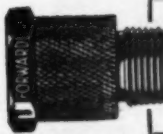
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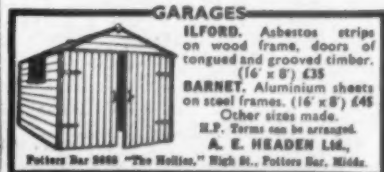
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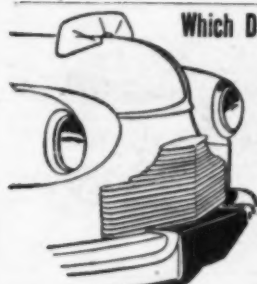
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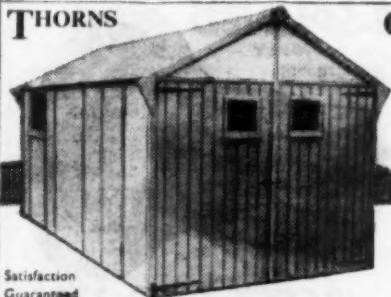
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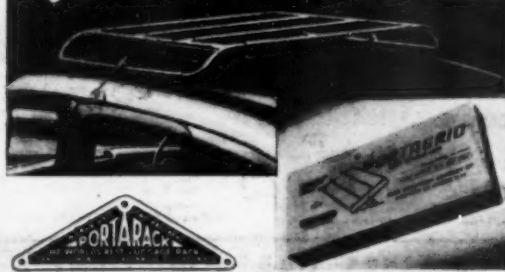
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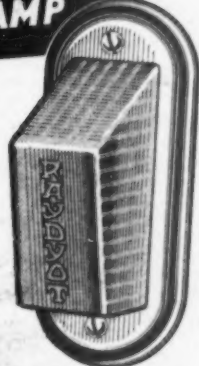
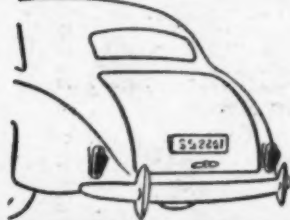
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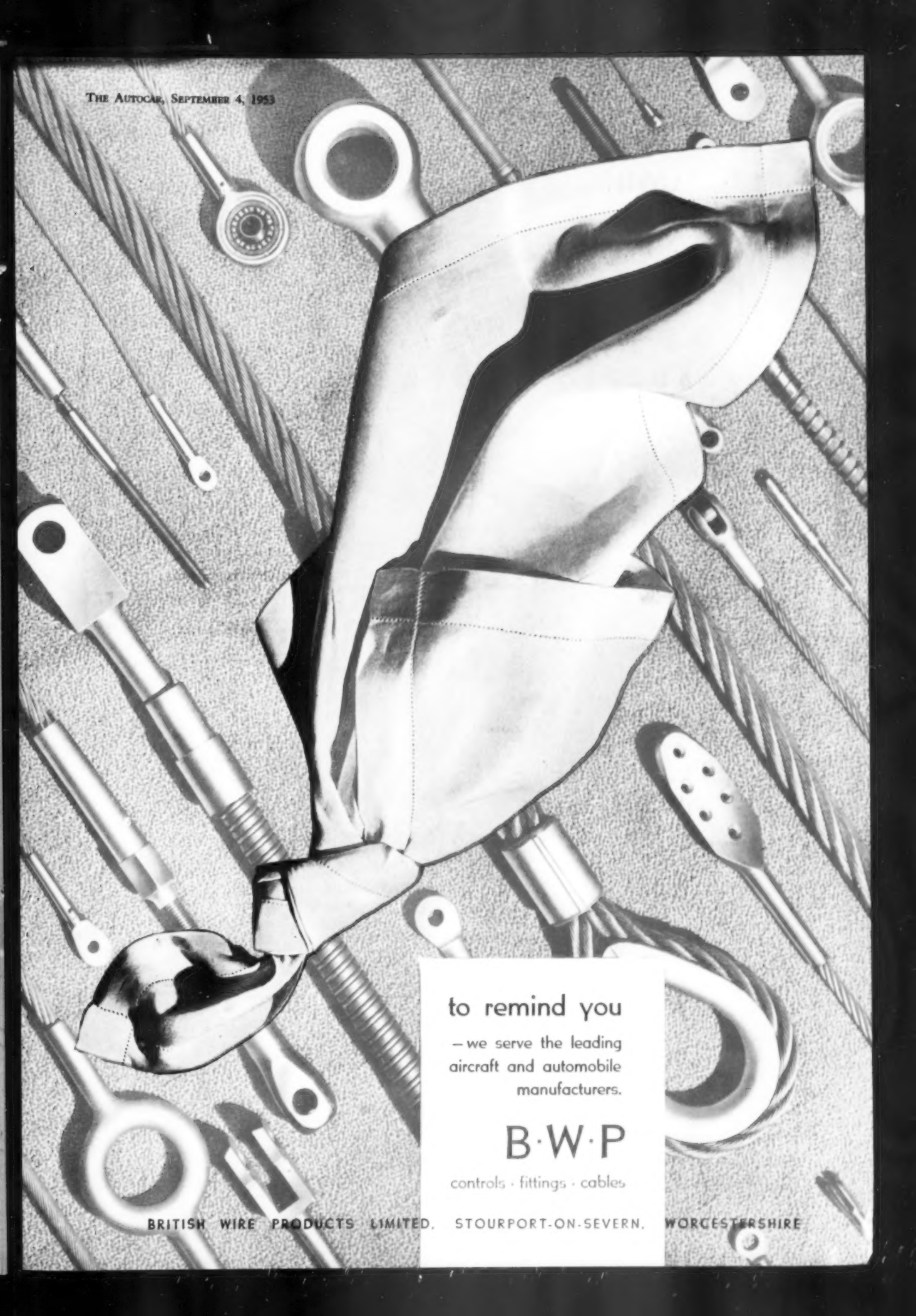
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